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DEFINING CAR CULTURE

InstaSlam

Crazy Scirocco captures the
wide-arched movement
#nofilter*

Get
A Grip
5-page handling guide inside

Show Time

Gargantuan TRAX and 100% Tuning reports

Snow Time

Don't get left out in the cold with our TOP 10 Winter Tips

FEATURED: Rocket Bunny-kitted S15

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SINCE 1967

REVOLUTION

COMPETITION ▲ WHEELS



4 SPOKE CLASSIC ROAD

10 x 6.0 ET 05
12 x 5.0 ET 16
12 x 6.0 ET 03
13 x 5.0 ET 20
13 x 5.0
13 x 5.5 ET 25
13 x 6.0 ET 16 - 32
13 x 7.0 ET 00 - 20

Mini only
Mini only
Mini only
Midget only
Lotus Elan / Knock On
Triumph only
All fitments
All fitments

13 x 8.0 ET-06 - 20

All fitments

Gloss black with diamond rim only,
4 Stud only, special fixings required



5 SPOKE CLASSIC ROAD

15 x 6.0 ET 02 - 22
15 x 7.0 ET 00 - 25
15 x 8.0 ET-06 - 20

All fitments
All fitments
All fitments

Gloss black with diamond rim only,
4 & 5 Stud, special fixings required



4 SPOKE CLASSIC RACE

10 x 7.0 ET-14
13 x 5.5 ET-17 - 30
13 x 5.5
13 x 6.0 ET-11 - 36
13 x 6.5 ET-05 - 25
13 x 7.0 ET 00 - 30
13 x 8.0 ET-13 - 17
13 x 9.0 ET-17 - 13
13 x 10.0 ET-38 - 26

Mini only
Most fitments
Lotus Elan / Knock On
Most fitments
Most fitments
Most fitments
Most fitments
Most fitments
Most fitments
Most fitments

Matt black with diamond rim only, 4 Stud only,
centre lock available



4 SPOKE CLASSIC RALLY

13 x 5.5 ET 10 - 30
13 x 6.0 ET 16 - 41
13 x 7.0 ET 00 - 20
13 x 8.0 ET-06 - 20
13 x 9.0 ET-52 - 15
13 x 10.0 ET-38 - 27

Most fitments
Most fitments
Most fitments
Most fitments
Most fitments
Most fitments

White all over, Gp4 fitment available



50 YEARS IN MOTORSPORT

1967-2017



5 SPOKE CLASSIC RALLY

15 x 6.0 ET 16	Ford Gp4 only
15 x 7.0 ET 00 - 25	Most fitments
15 x 8.0 ET-12 - 20	Most fitments
15 x 9.0 ET-12 - 15	Most fitments
15 x 10.0 ET 17	Manta 400/
White all over, Gp4 fitment also available	



8 SPOKE 13 & 15 CLASSIC RALLY

13 x 6.0 ET 16	Ford only	15 x 6.0 ET 07 - 37	Most fitments
13 x 7.0 ET 00	Ford only	15 x 7.0 ET 00 - 30	Most fitments
13 x 8.0 ET-12 / -06	Ford only	15 x 8.0 ET-12 - 20	Most fitments
13 x 9.0 ET-24 / -12	Ford only	15 x 9.0 ET-24 - 08	Most fitments
15 x 5.0 ET-06 - 24	Most fitments	15 x 10.0 ET-20 - 20	Most fitments
15 x 5.5 ET 00 - 30	Most fitments	Silver all over, Gp4 fitment available in gold	



CR10 FLOW-FORMED RACE

15 x 6.5 ET 07 - 42	4 Stud only	17 x 9.5 ET 22 - 57	Most fitments
16 x 7.0 ET 00 - 35	4 Stud only	18 x 8.0 ET 05 - 40	Most fitments
16 x 8.0 ET 12 - 47	4 Stud only	18 x 9.0 ET 18 - 33	Most fitments
17 x 7.5 ET 00 - 33	Most fitments	18 x 10.0 ET 30 - 65	Most fitments
17 x 8.5 ET 10 - 45	Most fitments	Matt black only, centre lock available	

MILLENNIUM RALLY

15 x 7.0 ET 15 - 46	Most fitments
15 x 8.0 ET 00 - 35	Most fitments
16 x 5.5 ET 15 - 46	Most fitments
16 x 8.0 ET 00 - 35	Most fitments
17 x 7.5 ET 13 - 48	Most fitments
17 x 8.0 ET 13 - 54	Most fitments
18 x 8.0 ET 13 - 54	Most fitments

White all over, selective fitments available in gold or gun metal





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ED SPEAK

Photography. It's a pretty damn important part of magazine craft. And with the world of digital SLRs, fancy editing software and the growth of image-led social media, it's even more important for us to stay ahead of the curve. We've always prided ourselves on our photography. In fact in 2016 we coined the phrase Carnography: the art or practice of inspirational photographic imagery of automotive subjects. This lead us to launch our first Photo Annual. Twelve months on and the second edition is due to hit the shelves on Friday 17 November.

It features the best imagery and cars of 2017, plus a few never-seen-before exclusives of future feature cars. Not only will it make for a perfect Christmas pressie, but it's guaranteed to make you a connoisseur of car culture and add kudos to your coffee table – and you get all that for the bargain price of £5.50! Yep, it's cheap a triple the price.

Anyway, enough about that paper-based booklet and more about the one in your hands. Ironically enough, the owner of this month's cover car, Jordan Green, is a photographer. But he doesn't take pictures of cars (although he can). His forte is capturing the happiest day of people's lives, ie weddings. (Surely having your car featured in FC is the happiest day of people's lives? – Midge).

The images of his stunning wide-arched Scirocco can be found on page 10, along with some well-composed words about Jordan's modified journey. Of course, the rest of the magazine is also filled with epic imagery and informative tech features, like our Handling Guide that starts over on page 71. Right, I've gotta go, I'm off to Vegas for SEMA – you can read all about that in next month's mag.

Big Love,

Jules



SLIM JULES
EDITOR

"My favourite photographer? I couldn't possibly choose. They are all my favourite!"

Seventeen years in publishing including a spell as a paparazzi, IMIAL Level 2 Mechanic, Poppadom Eating World Championship runner-up, Race National B Licence holder.

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MIDGE
CONTRIBUTING
EDITOR

"I think porn photographers have it the hardest. Haha, see what I did there?"

Uber-short serial Gumballer and monster truck driver, IMIAL Level 2 Mechanic, built 12 feature cars, five cover cars, five rally cars, has a degree in pottery and an addiction to Red Bull.

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INITIAL G
ART EDITOR

"I like Bill Bailey's work. The way he captures the moment is quite special and unique."

Thirty years of design experience, champion archer and currently working on proving inflationary cosmology propagation, through vacuum energy.

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GLEND A
WEBSITE EDITOR

"G you tit, you mean David Bailey. Bill is a comic with a beard far less impressive than mine"

Social media guru, Gumballer, IMIAL Level 2 Mechanic, beard connoisseur, fully qualified lifeguard, purveyor of super lows and very large feet. Also likes cars rather a lot.

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THE CARS

VW SCIROCCO 010

The bolt on fender movement has spread to the VW Scene. Good times!

AUDI R8 026

This R8 is wearing a Liberty Walk kit, which is designed by the guys at TRA Kyoto, who make Rocket Bunny kits. So you could say it's a RB-kitted R8.

NISSAN S15 034

This S15 is wearing a Rocket Bunny kit, which is made by the guys at TRA Kyoto, who designed Liberty Walk kits. So you could say it's a Liberty Walk-kitted S15.

HONDA CIVIC 050

Nope, this Civic isn't wearing a Rocket Bunny or Liberty Walk kit, but it doesn't need to. It's as cool as fap already.

SUBARU BRZ 064

One of the best-sounding BRZs in the world and it has nothing to do with the Boxer engine.

VW UP 082

This VW has bags of style, quite literally. You could even say it's UPper Class.



WILD CARD

BMW 7 Series 106

Want to see one of the best E23 in the world? Turn to page 106 then.



BONUS FEATURE

HANDLING GUIDE 071

Want to make your car handle better? Well you've come to the right place...

TOP 10 WINTER TIPS 103

All the hacks you need get through winter. And no, we won't tell you not to eat yellow snow (don't though).



OUT THERE

TRAX 019

TRAX used to be good. Now thanks to the Car Culture Collection, it's even better.

100% TUNING 077

If you didn't make it to Rotterdam, you should 100-percent read this report.



FRESH GEAR

PRODUCT OF SUPREME AWESOMENESS	041
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REGULARS

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We head to Combe for their Rally Day, plus test your car knowledge and try to calm the Angry Man down.

CARNOGRAPHY 057

We should make a magazine purely of our amazing car photography...

STAFF RIDES 091

It's been an emotional month in the FC garage. Find out why here.

READERS' RIDES 098

Now for the most important cars in the whole world... yours!

ARSE END 112

When we're not mucking about with cars, we just muck about.

NEXT MONTH 114

Don't worry, you've got four weeks to read this issue before the next one hits the shelves.



Show of the Month

RALLYDAY 2017

We doffed our bobble hats and headed to Wiltshire's Castle Combe Circuit for some hardcore rally action...

Rallyday is the biggest rally show in the universe. OK, maybe not the universe. But it's big. You get me? Each September, the great and good from the world of rallying descend upon Castle Combe Circuit in Wiltshire to celebrate this cracking sport and there's always a load of epic cars to drool over.

From Group B monsters from the '80s – icons like the Metro 6R4s, Lancia 037s and Audi Quattros – to the latest ballistic machines from the WRC, there's something for everyone. Best of all, many of these

amazing (and highly valuable) cars get thrashed on track. Where else can you get to see that?

And, unlike many events, you can get right up close to the cars, or even bag a passenger ride in one of the latest WRC cars. With huge club displays, plus celebrity guests (this year the star was Stig Blomqvist) and all manner of goodies to buy from the many trade stands, it was another cracking event.

Do yourself a favour and don't miss next year's show. Check out www.rallyday.com for more info.





Past legends shared the same grass as modern classic



The Lancia Delta is a rally hero



Toyota Celica Coupe (TA22)



Even Carlos Sainz turned up



Initial G's favourite

Quiz Time

Word Search

There are seven petrol stations in here (none are supermarket brands). How many can you find?

M	T	J	N	Y	D	A	K	A	C
P	B	T	F	Q	E	L	X	P	B
B	P	P	E	N	L	V	B	P	M
X	C	M	O	X	J	G	K	L	U
S	S	H	T	V	A	E	L	E	G
A	S	H	E	L	L	C	T	G	P
F	T	D	V	S	J	V	O	R	S
W	T	E	S	S	O	O	V	E	R
W	U	J	K	H	L	L	M	E	P
M	U	R	C	O	U	A	H	N	X

2.



Think you know your cars? Test your knowledge for fun, here...

Q1) Name the wheel?

Q2) Name the car?

Q3) Name the front cluster? 3.



Answers are in Arse End over on page 113! Good luck.

Show Time

Just as we're all getting slightly depressed that 2017's show season is over, the guys over at Fast Car Entertainment have decided to cheer us all up by releasing all their show dates for 2017! These, of course, include Japfest and TRAX (to see this year's report, hit page 19), but also a new event in July called TRAX Donington. It'll be like TRAX, just not at Silverstone, and probably a lot warmer. Sounds like a winner to us. We'll see you there!

Japfest Silverstone.....Sunday 6 May
Performance Vauxhall Show.....Santa Pod: Sunday 24 June
Japfest Donington.....Saturday 30 June
TRAX Donington.....Sunday 1 July
TRAX Silverstone.....Sunday 7 October



“DO YOU DRIVE AROUND CHUCKING RUBBISH OUT OF YOUR CAR WINDOW? UNLESS YOU'RE A COMPLETE TWAT, I SUSPECT NOT. SO WHY DO PEOPLE THINK IT'S ACCEPTABLE TO FLICK THEIR BURNING CIGARETTE BUTTS OUT THE WINDOW?”

The world is not their ashtray and I'm not sure about you, but I don't really want that thing hitting my paintwork, or worse, making it's way into the car if I've got the hood down.

The inconsiderate morons have also caused more than a few bush fires over the years. OK, not exactly common here in Blighty but a massive problem anywhere else with half a climate.

The problem is the car ashtray has become extinct. A pain in the arse for smokers if they want to stub out their fag and a pain in the arse for everyone else who needs a place to stash spare change. But guess what? Yeah, you can buy ashtrays. It's just a pity you can't buy good manners.

The Angry Man



Disclaimer: The opinions expressed herein are not necessarily those of *Fast Car* or the publisher. So fuck you ;)



WWW.AUTOFINESSE.CO.UK



Snakes and Ladders

Jordan Green's been climbing the VAG ladder for years and he found this pot of gold (well, green) at the top. Sure he's slipped down a few snakes on the way, but when you're as determined as this fella, you just keep on climbing...





My history of modifying is all VW!" That's a phrase we hear a lot from Volkswagen owners. There's something about the brand that reels people in, pins them down and indoctrinates them like some weird cult. And Jordan Green has been hanging off the towering VeeDub ladder from day one.

"My first car was a Mk3 Golf," he explains. "A barely running rustbucket on cheap coils and awful wheels, which I pumped way too much money into trying to save. That's the car that sparked it all off for me. When it went to car heaven, I got a Mk4 Golf. And then came the Scirocco. I also had a Polo Classic saloon while the 'Rocco was in paint, and then a super-clean Vento came up with 41k on the clock, so that's my other project." See, it's not just a marque affinity. It's an all-consuming obsession.

Another thing we often hear from owners, regardless of manufacturer, is that the car was initially purchased as a pick-me-up, a mojo booster to help surge through dark times. In Jordan's case, a break-up in 2015 left him in a bad place, so he treated himself. The Scirocco appealed, as it just looks so much sleeker alongside the more sensible Golf. Although it's fair to say he had a few ideas in mind to further ramp up the aggression. Perhaps he wasn't quite prepared for how much of a cash-soak it'd be, however...

"I bought it completely bog standard, as I try to with all my cars," says Jordan. "It's nice to have a blank canvas. Plus you don't have to worry about anyone else having bodged stuff on it. And at the risk of sounding clichéd, it was only meant to be a minimally modded car!"

Yeah. Sure. We'd argue that the air-ride setup, purchased before he'd even taken delivery of the car, says otherwise. It's safe to say he's thrown more than enough money at the rolling stock too, with the Scirocco

variously wearing Bentley Mulliners, BBS splits, Audi Rotors, a couple of sets of Rotiforms, and various AMG designs, before arriving at the VIP Modular rims you see today. "I bought these not long after the arch kit," he says. "So I had them sitting around for about eight months before they were on the car. I was really unsure about them, but once I saw them fitted I totally changed my mind! They came up at a good price and happened to be pretty much exactly the specs I needed for a tight fit to the arches while still tucking.

Carbon touches add to the car's aggressive styling



“It turns heads wherever
I take it. I still find it
pretty surreal”



HOT RIDES: VW SCIROCCO



More people should do coloured belts #winning

So it was a bit of a no-brainer."

Ah yes, that arch kit. It does alter the profile of the 'Rocco a bit, doesn't it? The seed of the idea was planted in Wörthersee, the crucible of VAG mischief, when Jordan spotted a wide-arch R8 back in 2016 and started getting funny ideas. His research led him to a firm by the name of Ingo Noak, who were happy to sell him a substantial wedge of girth. Fast-forward to early '17 and the car was in the bodyshop, primed for rebirth.

"Things sort of spiralled from there," he laughs. "Aside from general wide-arching and paint, there was a whole load more behind the scenes that they sorted to make sure it was going to last. They really pulled the car apart and were meticulous about it, widening the front arches even more, relocating bumper mounts, making up inner arch trims, sealing everything that could possibly fill up with road crap and so on.

"I also picked up an R front bumper and skirts to go with the arch kit, as well as an R32 rear valance smoothed into the rear bumper. The bonnet is a vented carbon fibre number – why not, eh?"

And the paint? "That's a funny one. We picked the colour from a chip and had the code, but nobody knows which manufacturer it originally came from. At least it provides a good guessing game for all of us!"

This allows Jordan to be supremely mysterious on the showground too. What colour is it? Ah, you'll just have to guess. And no, it's not a wrap...

With a long history of static Volkswagens scraping over the local speedbumps, the ability to roll smoothly on air is something of a novelty, although he's not quite got used to all the attention the car receives just yet. Being a

daily driver, this car has the uncanny ability to make the character behind the wheel feel like a celebrity. Everyone's pointing it out to their mates and snapping pictures on their phones, even when he's just popped out for a pint of milk.

"I drive the Scirocco pretty much everywhere - as long as there's no width restrictions," Jordan grins. "It turns heads wherever I take it. I still find it pretty surreal. Especially when people are taking photos of it parked up, or posing their kids next to it!"

"I only ever did all of this because I like how it looks and wanted to do something a bit different. I wasn't too fussed about taking it to loads of shows or going viral, like a lot of people seem to be. That being said, when people appreciate it or come to talk to me about it, I think it's really nice to hear their take on it. It's really cool that people appreciate how the car has turned out and that it lets me



Let's roc indeed



VIP Modular VX210s in Candy Orange with Shadow Chrome lips





Recaro CS seats, from a Lotus Evora

meet so many people I probably wouldn't have otherwise."

This does, to be honest, sound like a quintessentially Volkswagen-like attitude. Sure, there's plenty of bagged Golfs out there built solely for the Insta-likes. But more often than not, these Wolfsburg icons are built simply to satisfy personal wants or needs. Anything beyond that is a happy bonus.


For every giddy ladder there's a gargantuan snake. Take, for example, the trip back from Wörthersee when the turbo actuator launched itself and Jordan had to drive 800 miles in limp mode, fully loaded, with three passengers. But these things are sent to try us and setbacks only help form solid plans.

Look at the engine: the TDI has been remapped and treated to a Forge intake and S3 intercooler. But Jordan readily admits he's become bored of its 210bhp. That recalcitrant turbo has pushed forward the next stage of evolution. "I want an R32 turbo setup and AWD, so I can really scare myself," he smirks. And who could blame him?

"The car's pretty much at the stage where I could leave it alone now," he continues.

"It was definitely a big decision to go wide-arch, I knew I was basically destroying any remaining value the car had and that I'd never make back any of the money I'd spent. But hey, that's not why we do it. Nothing annoys me more than people who get too focused on seeing their car as an investment. Just enjoy the damn thing and do what you want to it! The main thing I want to do is give it the guts to match the looks, and then maybe I'll be happy with it. Maybe."

It's appropriate to note at this point that the game of snakes and ladders, when it was invented in ancient India, was based on the concepts of karma and destiny. And that's very much mirrored in Jordan's approach to Volkswagens in general and this Scirocco in particular. Fate chose the brand, destiny informs the path of the project, and karma rewards his exemplary modding choices.

Will the car ever be finished? No, of course it won't. Because for people like this, there is no end point. It's all about climbing that ladder, slipping down a serpent, then enjoying the ascent up an even bigger ladder. It's a fulfilling way to live. 

STYLING

Custom green paint; Ingo Noak wide-arch kit; Scirocco R front bumper and skirts; front arches widened with custom inner arch trims; bumper mounts relocated; R32 rear valance smoothed into bumper; vented carbon-fibre bonnet.

TUNING

2.0 TDI; manual transmission; Forge intake; Milltek exhaust system with R32 tails; S3 intercooler and Darkside pipework; remap; 210bhp.

CHASSIS

11x19in VIP Modular VX210 wheels (ET15 front, ET0 rear) in candy orange with shadow chrome lips; Air Lift suspension with V2 management; Audi TT RS brakes.

INTERIOR

Recaro CS seats (from Lotus Evora) with yellow stitching to match engine bay pipework; yellow seatbelts; doorcards, gaiters and armrest trimmed in Alcantara to match seat centres.

THANKS

I'd like to thank (and recommend) all the boys at Riviera Autobody – without them the car would still just be a tatty black Scirocco on bags and wheels; also Mo Miah at Airspeed for helping keep it running every time I break something and for bailing me out when things go tits up two days before I go on road trips; Jamie, Matty, Mikey, Lee and all the guys at Threesixty Alloys for the sweet new paintjob on my wheels; Ifray at Threesixty; Joey and the guys at Auto Finesse; lastly I'd like to thank my missus, Hannah, for accepting that my other girlfriend is a car!



"I wasn't fussed about taking it to shows or going viral"



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2017

THE ULTIMATE PERFORMANCE CAR EVENT

WINTER WAS PUT ON HOLD FOR ONE MORE WEEK (KIND OF) AS THE ANNUAL SEASON CLOSER ROLLED INTO SILVERSTONE

A part from January, October has to be one of the most depressing months on the calendar. It basically signifies the end of warmth, shorts and pub gardens and the beginning of dark nights, rain, and supermarkets putting their Christmas trees up. Even February has more to offer than October. Well normally. But this year October was different, because TRAX got the month off to a flying start...

The biggest, baddest, most audacious array of machinery, along with live action shows, competitions and tyre-smoking demonstrations were among the major attractions during the

show at Silverstone on Sunday 1 October. A must for petrolheads, the TRAX show was a true celebration of performance car culture, allowing more than 18,000 visitors to not only view automotive excellence at close quarters but also experience it. With sponsors including BC Forged Wheels, BC Suspension, HardRace, K-Sport, Goodridge, Samco, ValetPRO, VIBE Audio, EBC Brakes and Toyo Tires, this was manna from heaven for fast car enthusiasts.

So the next time you think the show season ends in September, think again, because TRAX has just extended the summer. Wahoooo. Roll the pictures...





The power cut wasn't a problem



Toyo Live Action Arena

The Toyo Tires-sponsored Live Action Arena was where visitors had the opportunity to hone their driving skills at the wheel of a 165bhp Caterham, under the guidance of a professional racing driver. And if that wasn't enough to get the blood pumping, then a pyrotechnic performance from the Fuel Girls surely would have done the trick. It definitely seemed a lot warmer than our smartphones' thermometers were showing.



Richard Lines' SEAT repping for VIBE



Hmmm, where have we seen this before?



Fitment Junkies

We have to take our hats off to the guys at Fitment Junkies. And although their stand couldn't compete with the sheer size of our very own Car Culture Collection, the quality of metal they brought along certainly did.

A couple of stand out cars included Sean Malone's Rocket Bunny-kitted and FC featured RX-7, while the European wide-arched spectacle came from Jordan Green's Scirocco. Fair play lads. Together we definitely had the best collection of metal at TRAX.



Sean Malone and his awesome Rocket Bunny RX-7





200mph Club

Brand new to TRAX was the 200mph Club, a paddock honouring the machinery that has gone upwards of 200mph, whether in standard form or heavily modified. Stars of the display included a rather special Audi R8 V10 with a twin-turbo setup, a 1750bhp Lamborghini Gallardo Spyder capable of hitting 236mph and a mighty McLaren P1.



Someone needs to tell this guy it's wet

Track Action

Public track time was a massive draw, with members of the public allowed to take their own performance cars out for hot laps of the iconic home of British motorsport. For the spectators it was all about the British Drift Championship demos, which offered tyre-smoking thrills in an opposite-lock showcase.



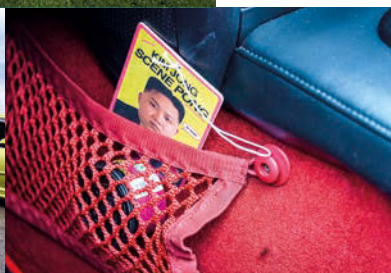
Dan Hunt and his sweet Nissan Sunny N13

Winners

Taking top honours of the ValetPRO Show & Shine competition was Daniel Osborne for his immaculate classic Mini Cooper, closely followed by James Melbourne and his BMW MINI Cooper, with Katie Rouse's Peugeot 207 GT taking third spot.

The best Club Award went to Street Defects, while Dan Hunt scooped the Individual Display Car of the Show for his impressive, retro-styled Nissan Sunny.

While we are talking of prizes, the winner of the S2000 competition car was also drawn at the show and a lady by the name of Ashleigh Hare now has the S2K's keys in her possession (more about that on page 92).



Congratulations Daniel



Mark Hickenbotham's
Alfa isn't shy



The Car Culture Collection

These next three pages are dedicated to the guys and girls who made up Fast Car's Car Culture Collection. We might be biased, but with 100 jaw-dropping machines on display, we reckon it was the main attraction of this year's show. As always, there was an eclectic mix of metal. From old-skool Cortinas, to custom-kitted Porsche 996s and everything in between.

We'd like to thank everyone who made the effort to make us look good. We couldn't put on such a cool display without you, and we appreciate the effort of getting to Silverstone and then battling the elements to get your cars looking so good. Two thumbs fresh.



Eric French's gorgeous R33



Stevie Wass's 996 is all
kinds of awesome. Full
feature coming soon





Bobby's boosted 'Teg was one of the showcase cars of the CCC



Andy Boyle's EK9 is amongst the best in the world



simply awesome



Check out next month's mag for the full feature on Nino's 370Z



Dan West's stunning C20LET Vauxhall Corsa B



Vicky and Graham's Beetle is always spotless





This looks familiar too...



Who doesn't love Lex's MINI?



Simon Andrzejewski's rat Golf drew the crowds



Jake McConnell's Mk2 Cortina is rocking a Harris Performance engine, Webbers and Schmidt TH splits



Adam Harrison is always showing off his smooth lump



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STAGE
two



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three

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DARK DESTROYER

We get the exclusive on the first, Liberty Walk-kitted R8 V10 to hit the streets of the UK...







Our Japanese chums have a glorious heritage of creating extreme bodykits. In the early-'90s, the likes of VeilSide and Erebus produced kits for everything from MR2s to Supras, transforming them from mild to wild. But in recent years, the dudes from the Land of the Rising Sun have raised the bar, yet again.

Ever since Wataru Kato burst onto the scene, our newsfeeds have been bombarded with a relentless flow of jaw-dropping cars. From Porsches, to Lamborghinis, Liberty Walk has stamped its mark on pretty much every high-end car you can imagine. Ferrari 488? Yep. Lamborghini Aventador? Of course. McLaren 650S? You betcha!

Characterised by wide, riveted-on over fenders, you can spot a Liberty Walk car from half-a-mile away. They make a big impact, which is why Down & Out Customs and TED Motorsport, decided to create the UK's first, LB-kitted R8.

"There were three of us involved with the project, but my job was to organise the parts

and build the car," says Chris Hazell, owner of Down & Out.

The kit itself took six weeks to arrive from Japan, but once it landed it was relatively straightforward to fit. "It was perfect. But I have to admit, cutting away the original arches of a V10 R8 was a bit scary," smiles Chris. "Mind you, that wasn't the worst bit. Having to drill a hole in the £4,000 carbon fibre rear spoiler, to accommodate the reversing camera, isn't something you want to do every day!"

The job took around 12 weeks to complete, which gave Chris and the crew plenty of time to consider what colour to paint it. "In the end, we decided to go all black, to be different to all the other Liberty Walk cars out there – it's a bit more subtle without all the stickers." Well, as subtle as a big, black, wide arch R8 V10 can ever be.

Lovingly cared for with the very best from the Auto Finesse range, this thing has huge road presence. There's just so much of it, all muscular curves and wide arches, that you struggle to take it all in at first. "People walk past it, then suddenly stop and turn around when they realise it's not a regular R8."

The fact it's decked on an AirREX setup, simply adds to the wow factor. The plug-and-play system, favoured by Liberty Walk, is simplicity itself and comes with everything ready to plumb in.

Pop the bonnet and you'll find a neat air tank in the custom enclosure, which was designed specifically to slot into the R8's narrow luggage compartment. The air system can be controlled by smartphone, allowing the R8 to be dropped over its wheels at will.

Clearly, a project of this calibre required some extra special rims, and Chris knew just who to turn to. "3SDM created a



The kit

Liberty Walk needs no introduction. They're the go-to guys for aggressive supercar aero. The R8 kit can be ordered in FRP or carbon fibre (although the over fenders are all FRP only) and the full package will set you back over £14,000, plus fitting and painting. But then if you're rocking a £100k supercar, that's probably loose change for you...



The air system is controlled by smartphone



The rims

Those fine chaps at 3SDM produced a custom set of their stunning 3.01 forged series wheels for the R8. With 9x20-inch fronts and beefy 12.5x20-inch rears, they feature matt centres, gloss-black lips and tasty gold hardware. These motorsport inspired hoops are the perfect addition to the Liberty Walk kitted R8.

"Having to drill a hole in the £4,000 carbon fibre rear spoiler isn't something you want to do every day!"



HOT RIDE: LIBERTY WALK R8



Stock R8 V10 interior with full carbon pack

custom set of forged, 3.01 wheels just for this car,” he says. Not surprisingly, they fit to perfection, although getting some rubber to stretch over the gargantuan 12.5x20-inch rears was tough. “We needed 325/25x20s, which limited our choice somewhat, but fortunately we found some Continentals, which are bang on.”

The 3SDMs have been treated to matt black anodised centres with gloss-black lips and feature gold hardware. Tucked up in those cavernous arches, they look killer.


Keen-eyed readers may spot the different front bumper – it’s from a 4.2 V8 R8. “We swapped in a V8 bumper as, I think, the intakes look better than the V10 version,” explains Chris. With the gloss-black grille and evil looking front splitter, it gives the R8 a proper snarl.

Talking of snarl, there’s a 5.2-litre V10 in the back, which produces a trouser-

worrying, 525bhp. It also sounds the tits, even though it’s been left stock. As Chris says, “There’s not really any need to tune it when it’s already making over 500bhp,” a fair point indeed.

Having seen the amazing reaction this R8 gets at shows, including a top award at this year’s Gravity event, it’s safe to say that Chris and his team have nailed it.

“It’s funny, but there haven’t really been any haters, which I wasn’t expecting,” he admits. It seems there’s a lot of love around for a big, bad V10 Audi that’s dripping with carbon fibre.

So what’s next for Chris and Down & Out? “I’m finishing my Datsun 280Z, then it’s onto a 1970s 911 Turbo, followed by my Tesla-powered project,” smiles Chris. If this killer R8 is anything to go by, we can’t wait to see what he produces next. Top work, fellas! 



THIS ONE'S OURS

Names:

Chris Hazell, James Haydock, Adam Bennett

Occupations:

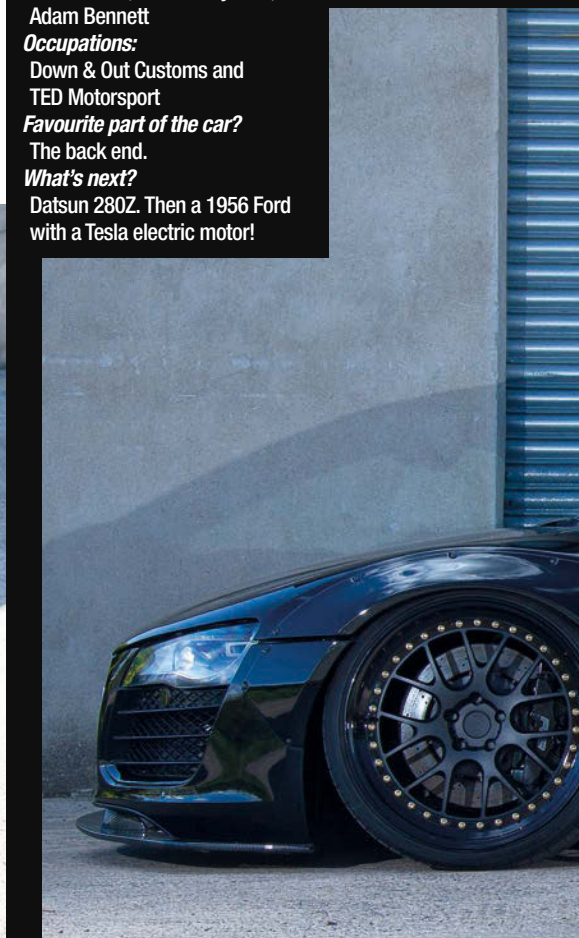
Down & Out Customs and TED Motorsport

Favourite part of the car?

The back end.

What's next?

Datsun 280Z. Then a 1956 Ford with a Tesla electric motor!





TECH SPEC: AUDI R8 V10

EXTERIOR

Full LB Performance Liberty Walk aero kit; comprising wide FRP over fenders; carbon-fibre rear wing; carbon-fibre front splitter; carbon fibre rear diffuser; carbon-fibre side diffusers; cared for with Auto Finesse products.

CHASSIS

3SDM forged 3.01 FR series wheels with matt black anodised centres, gloss-black lips and gold hardware, 9x20in (f), 12.5x20in (r); Continental Sport Contact tyres, 245/30x20 (f) and 325/25x20 (r); AirREX air-ride kit.

INTERIOR

Stock R8 V10 with full carbon pack.

ENGINE

5.2 FSI V10; 525bhp and 530Nm. 0-62mph: 3.9secs. Top speed: 196mph.

CHEERS TO

Down & Out Customs (www.downandoutcustoms.co.uk, @downandoutcustomsuk); Ted Motorsport (@Tedmotorsport); Liberty Walk LB Performance; 3SDM; Auto Finesse; AirREX; Glenn at FC for sorting the feature.



"There's not really any need to tune it when it's already making over 500bhp"





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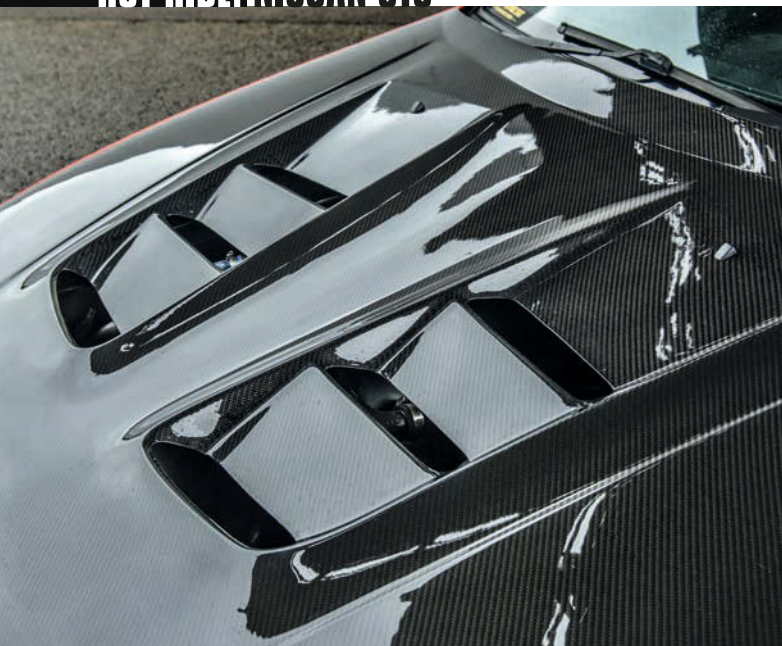
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GET A GRIP!

It's not the beautiful, bright-orange Lambo paint or Rocket Bunny curves that'll stick in your mind after seeing Elliott Brown's S15 Silvia. It's the unusual fact it's not purely set up for drifting that'll leave you most surprised...





Close your eyes and imagine the rumble



Did you know that Frisbees originally came about by people throwing around empty pie containers from the Frisbie Pie Company over in the States? Sometimes, the hugely popular products in our lives become well known for an entirely different reason to that originally intended.

In the car world, Nissan's mighty S-chassis bloodline has become perhaps the most famous example of this unexpected fame at work. You see, when the humble S10 Silvia was launched in the mid-seventies as the firm's affordable RWD sports GT car, no one could've predicted this coupé's younger siblings would go on to create arguably the most popular string of drift base cars on the entire planet for the following few decades.

And although it may seem like pretty much every S13, S14 and S15 version of the car you see nowadays has been modified with going sideways firmly at the forefront of its owner's mind, people like young CNC breakdown engineer Elliott here are out to prove that these machines can still cut it as extremely rewarding driver's cars when set up to do so. Combined with the fact his own S15's sporting that outrageously memorable bodywork, too, this is not a car you'll be forgetting in a hurry...

Elliott's previous couple of cars before this beast serve as our first clue he's a fan of keeping on the straight and narrow when searching for his driving thrills. "My last two cars were an Evo VIII and an Impreza STI hatchback," he reveals, listing two of the most celebrated fast-road slayers of recent years and hinting at his evidently fine taste in motors. "The Scooby was fully forged and running 440bhp, too."

Despite this, the hunt for an S15 began a year or so ago. He commenced the search for a base car that in his eyes offered up slightly more fun-factor from the word go. "I'd always liked the S15

Silvia, but never really knew much about how to import them," he confesses. Of course, these things had proven their worth to him at local drift events. But it was the fiery beasts that he'd witnessed competing in Japanese race series like the JGTC and Super GT that really got Elliott's pulse racing the most (search for 'Under Suzuki Tsukuba lap record' on YouTube for the sort of motivation we're talking about here).

With the help of friend Chris at the local Big Bear Kustoms garage, Elliott was hooked up with this particular S15 Spec-R that was up for sale out in Japan at the time. Already sporting a lairy orange paintjob and that all-important genuine Rocket Bunny wide-body kit, it looked like a great base for Elliott to apply more practical motorsport-inspired touches to over time.

"When the car eventually arrived in late 2016, it wasn't to the standard I was hoping it to be," Elliott sadly explains – unfortunately a common problem when trying to buy a car several thousand miles away. "The paintwork was very bad, and the kit didn't fit very well." Remember, this wasn't set to be any old drift thrasher, but a well-maintained sports car that would need to be finished to only the highest of standards. Meaning these were problems that needed rectifying as soon as possible.

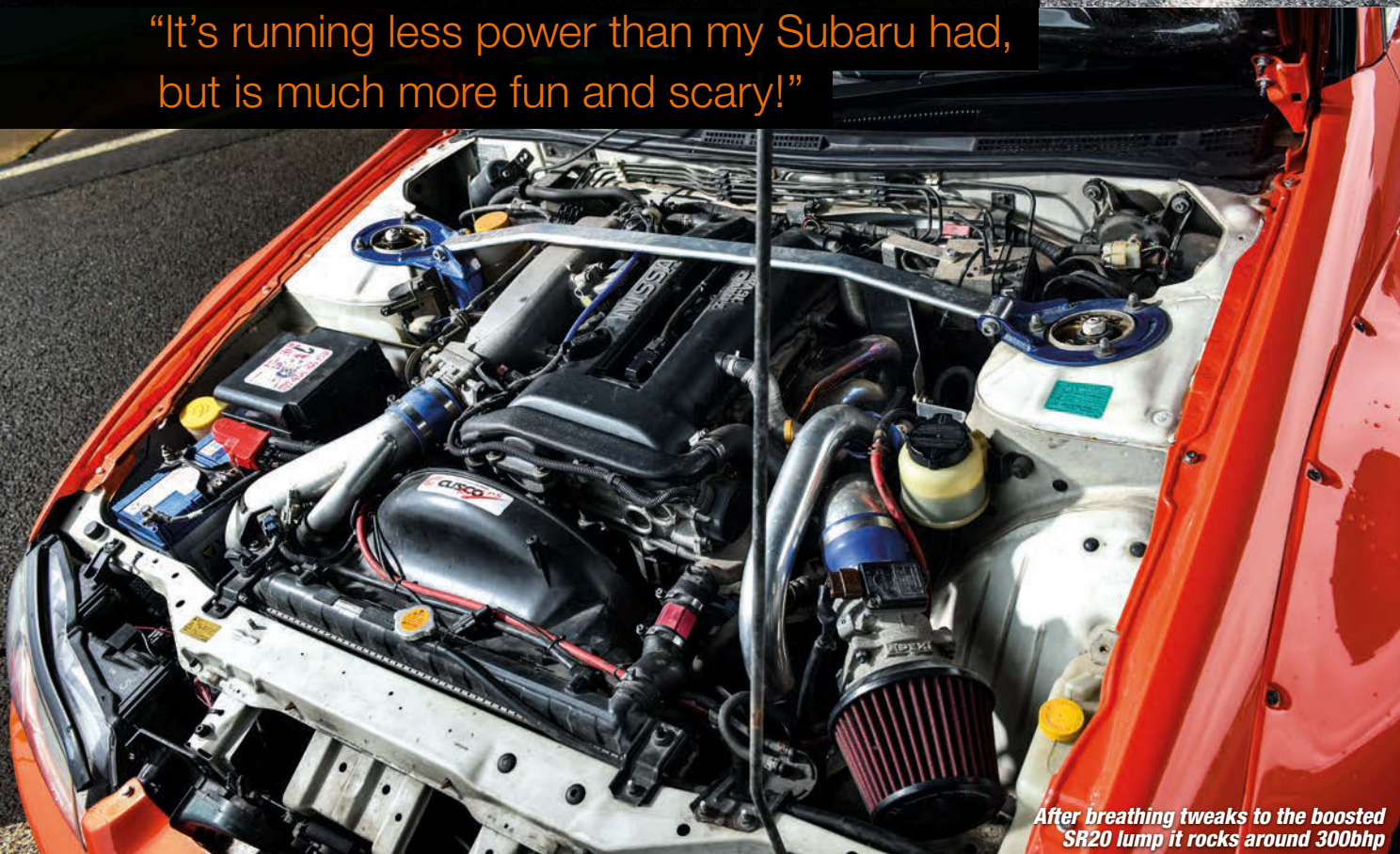
Despite these minor setbacks, the car's lightweight, rear-drive credentials certainly lived up to Elliott's expectations. "It's currently running much less power than my Subaru had, but is much more fun and scary already!" he grins. Rocking around 300bhp with mainly breathing tweaks to that infamous boosted SR20 lump, along with an aggressive two-way Nismo LSD out back, he confirms it's already the recipe for all sorts of thrills when given the heavy-right-foot treatment.

As the ultimate bedding-in process, the car was driven up the country to undertake Scotland's infamous North Coast 500 scenic driving route – the UK's answer to Route 66 – shortly after Elliott





"It's running less power than my Subaru had, but is much more fun and scary!"



After breathing tweaks to the boosted SR20 lump it rocks around 300bhp

"We finished the paintwork at midnight the day before Japfest"



The Arancio Argos Orange's three-stage pearl effect means the more sunlight, the more epic it looks

picked it up. "It was essentially three days of hooning and the car performed excellently. It's where I really began to discover what amazing drivers' machines Silvias really are," he admits, spurred on to take his pride and joy to the next stage from this eye-opening trip.

Back on home soil, it was time to give the ropey bodywork a full overhaul. Big Bear Kustoms was tasked with removing the bodykit, trimming down the car's arches further and then putting it all back in place – this time with the show-favourite exposed rivets being thrown into the mix.

At the same time, the car's questionably-applied Lexus Lava Orange Hue was swapped up for an even brighter Lamborghini colour scheme. Romantically titled Arancio Argos Orange, its three-stage pearl effect means it looks increasingly epic the more sunlight that's shone on it – you've really gotta see it in the flesh! "We finished the paintwork at midnight the day before Japfest at Silverstone," Elliott laughs. "We made it, but I managed to crack my splitter on the way there from where the car sits so low."

Filling up those huge arches are the WORK Meister rims which came over with the car from the Land of the Rising Sun – finished up in contrasting anodised black and looking the mutt's nuts for it, too. These are shod in super sticky Michelin rubber which ensures Elliott's got enough grip on the rear wheels to throw as much power as he wishes through them when the car is tuned up in the future. "The next engine mod will be a bigger turbo," he confirms power hikes are already very much in the pipeline.

The chassis is another area that may take the typical wide-body S15 owner by surprise. There's no trick air-suspension setup here to complement the Rocket Bunny silhouette – instead it's a functional static drop on some adjustable coilovers, along with a host of other

suspension tweaks, which provide all the lows. These bits will be fettled gradually over time to help provide Elliott with a useable fast-road setup that will work alongside the strong drivetrain and those big brakes from a 350Z to create an all-round weapon.

Elliott's journey with his unique piece of JDM history may have only just begun. But he's clearly already on a well-thought-out path to success with this tasty Nissan. You probably won't be seeing it getting smashed to bits up at Driftland any time soon, but that certainly doesn't mean he's not using it to its full potential. Stay tuned for plenty more of this striking creation on the show field and the race track in the not-to-distant future... 🏁



STYLING

Full re-spray in Lamborghini Arancio Argos three-stage pearl paint; 6666 Customs decals; full Rocket Bunny wide-body aero kit (comprising riveted-on wider front and rear wings, front and rear bumpers featuring custom rear diffuser and ducktail rear spoiler); Garage Mak carbon fibre vented bonnet; carbon fibre F1-style wing mirrors; LED tail lights.

TUNING

2.0-litre 16v DOHC turbocharged SR20DET four-cylinder; APEXi induction kit; Trust suction pipe and intercooler; Tomei exhaust manifold, turbo elbow and titanium exhaust system; GP Sport sports cat; Nismo two-way LSD.

CHASSIS

10x18in (front) and 11.5x18in (rear) WORK Meister M1 three-piece split rims in anodised black; 245/35x18 Michelin Pilot Super Sport (front) and 285/30x18 Michelin Pilot Cup 2 (rear) tyres; adjustable coilovers; 25mm front arm extension; Cusco tension rod and upper arms; hydraulic steering rack; Nissan 350Z Brembo brake conversion (front and rear).

INTERIOR

OEM seats; MOMO snap-off leather steering wheel; dash-mounted Defi gauges (water and oil temperature).

SHOUT

Thanks to Chris Pegler from Big Bear Kustoms; Lewis Bryant for helping me out with all of my mechanical work; Steve from SR Autobody for sorting my wing and my girlfriend Phoebe Bushnell for always telling me to make the car even crazier.



The stylishness doesn't stop inside either



WORK Meister rims – direct from the Land of the Rising Sun – fill out those huge arches





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Fast Facts

Sizes: 8.5x18

PCDs: Any 5x98-5x120

Offset: ET40

Finishes: Matt Black, Bronze
(Polished and Tinted)**KAMBR 400R**, From £640 (set)

Kambr wheels may be one of the newest companies to hit the streets in 2017, but they've been properly smashing it when it comes to launching some of the most quirky designs and finishes. Their latest wheel, the 400R here, has to be one of the coolest yet, and it comes with one undeniable trick up its sleeve. Scientifically speaking, this one's got all the tasty looks of a directional-forged monoblock, only without the massive kick in the spuds when you hand over your credit card. I mean, 160 quid for a whole 8.5x18-inch is not to be sniffed at, right?

It also happens to be one of the most useable sizes out there for modern motors. With a set of decent 215/40s and a pair of spacers there's no end to what can be done for the stretched and stanced look. Then again, you could choose to keep everything nice and practical for your daily-driver, and wheels like this also come in mighty handy on 4WD motors where staggered widths are not advisable. Shod in big, fat track tyres, they'll get

you plenty of traction on the circuit too. The really good news is that these will fit them all. Just like all the other Kambr offerings, every wheel is custom machined to spec, so any five-stud PCD between 5x98 and 5x120 is catered for. As you can imagine, that's pretty much all of them. Unless you happen drive a something from Stuttgart, in which case you can probably afford a set of adaptors to go with 'em!

Most of all though, we just love the sheer balls of the design. The oblique, bevelled spokes are pretty damn brazen, and because these are so in-your-face most people will probably never realise it's a cast wheel and, strictly speaking, it's not actually directional either.

Maybe then, this one's all about the deception. You can spend a little and look like you've shelled out a whole lot more. Normally we don't like being deceived of course. But in this case, we'll make an exception.

www.kambrwheels.co.uk



FRESH KIT

FORGELINE CF201

- Sizes:..... 8.5, 9.5 and 11x18
- PCD:..... 5x100, 5x112, 5x114.3, 5x120, 5x130
- Offset:..... 50-22
- Centre Finish: **Matt Bronze,**
Matt Silver



ESM FF1, FROM £210 (EACH)

These chunky 18-inch, matt-finish multi-spokers from American wheel maestros ESM, definitely have a substantial (some may say bloody weighty) look to them. So you'll probably be surprised to find out they're actually pretty damn light. In fact, the entry-level 8.5x18 inchers only weigh 23lbs (that's around 10kg in Roman Catholic). And the absolutely whopping 11x18-inch version tips the scales at a smidge under 12kg. So there's no surprises that these are not only designed to look amazing on the street, but they'll do you plenty of favours on the track too!

The real question then, is how do they keep the weight down, along with the prices? Well, these are their first wheel that takes advantage of the dark art of flow forming, a process where the barrels are drawn out by rollers under immense heat and pressure. Seriously. Google it. It really is a thing to behold!

Anyway, with strength and weight comparable to full-on forged wheels, but at cast-wheel money, we can see these absolutely flying off the shelves in 2018. They're not fannying around by simply introducing a couple of fitments either. All the core PCDs are on offer here, and in some tasty staggered sizes too. We're loving your style ESM.

www.esmwheels.com

PLEASE SANTA, PLEEEEEEEEEAAAAAASSSSSE...

Direnza C63 AMG Exhaust, £700

Icy winter roads and mentalist arse-out action? Yes please! That's exactly why the baby Jesus invented Christmas. Well, if you're lucky enough to own the last proper all-motor AMG, the one with the mahooosive 6.2-litre V8, then you probably won't need Santa to bring you one of these awesome-looking stainless steel catbacks, because your wallet is probably just as big as your engine. In any case, fitting one of these for more power, a better burble and all-round motoring god status, is what we'd call a no brainer.

For the rest of us mere mortals, as long as we find an C63 AMG under the tree this Xmas, we promise we'll go straight out and buy one. Fair's fair after all.

www.direnza.co.uk



Samco Sport 4C Hoses, From £132

Masters of sexy silicone enhancements, Samco Sport, have a whole load of weird and wonderful kits hitting the shelf for Xmas. And it looks like, because they already have all the core fitments sorted, they're starting on all the cars you might not expect.

Take these new items, boost and induction hoses for none other than the Alfa Romeo 4C. Anyone got one of those? Thought not. Still, the point is, no matter what you drive, they'll likely have a kit for you. Besides, who doesn't want something silicone to mess about with on Boxing Day?

www.samcosport.com





MOMO PROTOTIPO 6C STEERING WHEEL, £456

Here it is. Second on our list of sexy items we'd most like to find in stockings at the end of the bed come Xmas morning. It's easy to see that the new Prototipo Carbon 6C, from legendary manufacturer MOMO, is a wheel that's both classic and modern in equal measure. Something that's not an easy trick to pull off, especially with this sort of class and refinement.

With all that carbon and classy Italian leather, it's not what you'd call cheap of course. But then again, this sort of pedigree and reputation rarely is. Besides it's nearly Christmas, so hopefully someone else will pick up the tab. Fingers crossed.

www.momo-uk.co.uk



SIMONI RACING LED CONVERSION KITS, FROM £90

We obviously don't have to bang on about the virtues of being able to see in the dark when you're driving, especially at this time of year. Instead we'll just say that these LED conversion kits not only offer ultra-low power consumption, about a fifth of equivalent-performance xenon headlamps, but they punt out around three times the light of your standard halogen bulbs too.

It's also worth noting that, due to the fact they don't contain any gas to fire up like conventional bulbs, there's no reason why they shouldn't last you forever. So, aside from high-end luxury motors and technological marvels like Teslas, why doesn't everyone use LED headlights? Well, the problem is that they tend to need a lot of cooling, and usually that doesn't lend itself well to retro-fitting either. What's clever here though is that the guys have got around this problem by fitting a choice of fan-less or fan-equipped inline heatsinks.

Available as direct-replacement kits for all types of standard car bulb, what aftermarket parts giant Simoni Racing are really offering here is the only easy-fit alternative to full on HID conversions. As it'll be getting dark at lunchtime pretty soon, we think that's bloody handy!

www.simoniracing.com



Autostar Chaser, From £125 (each)

This concave beauty from Autostar may be pretty simple, but sometimes that's exactly what you need to show your motor is all-business. For 500 quid a set, the pricing isn't at all bad either. To be fair, these are an absolute bargain.

Available in useable 8x17-inch and 8.5x18-inch sizes, these flat gunmetal six-spokers come in 4x108, 5x100 and 5x110 PCDs, making them perfect for many, many cars out there. That's a good thing too, because we can't think of a motor these wouldn't look awesome on. Hardcore, you know the score. Er, so to speak.

www.autostarwheels.com



SONIC TOOL BOXES, FROM £VARIOUS

Who doesn't love a super sexy tool cab? We certainly can't think of anyone who wears trousers who wouldn't want one of these in their life. I mean, shit, you can even buy them ready-filled with nothing but high-end tool porn. Except for a new motor, or something with breasts on, we simply can't think of anything better!

Sonic Tools is a super-premium Dutch brand who produce some of the finest professional kit on the planet. When it comes to their chests too, the quality easily rivals the biggest names in the business - in many cases it goes far beyond 'em. What's more, they've got loads and loads of setups to choose from. So, get yourself online, check out their catalogue and start dreaming.

www.sonic-equipment.com

GARAGE ESSENTIALS



Sealey Lifting Kit, £132

Here's a sweet little workshop bundle no self-respecting modifier or mechanic should be without. But you'll still have to get in there sharpish to get this lot at that money, because it's a special offer with over 90 quid off the list price for Christmas. It's all rather festive of the chaps at Sealey, we're sure you'll agree!

Anyway, this pro-quality lifting kit contains all the gear that's essential for the rather important task of not dropping your motor on your nut. For that very reason it includes one of their industry standard three-tonne workshop jacks and a set of rather hardcore-looking ratchet stands. There's also a huge 600mm breaker bar, and they've even thrown in a free pair of mechanics gloves so you won't get your manicure all messed up. Oh and a kneeling pad, just in case you're getting on a bit like us.

Pretty thoughtful, right? And that's exactly what this time of year is all about. Top toolage!

www.sealey.co.uk



EasySkinz Phone Wraps, From £9

This has to be one of our top ideas of the year, not to mention one of our favourite products since, well, ever. After all, why stop at vinyl wrapping your motor when you can mod all your favourite devices too? Modify everything, that's our motto!

In fact, now we've seen the idea in the flesh, it seems pretty dumb that no one's thought of it before. EasySkinz offer a whole load of pre-cut, protective wraps for all the latest phones and tablets from Apple, Samsung, Google, Sony and, to be fair, just about everyone else too. You can even customise all the most popular games consoles. They've already got a shed load of classy wraps ready to go for the iPhone 8 and iPhone X too, so they're clearly not messing about! There's a skin for every taste, they're easy to apply and can be removed without damaging your device in any way. A proper sweet little pocket-money mod.

www.easyskinz.com



Kitvision Immerse 360 Duo, £250

Every now and again we get to play with a product that literally blows our minds. It's just a pity that the show season is all but over, because we can't think of any better companion than this seriously well-priced 360-degree action cam. We'll certainly be getting one for SEMA this year, that's for sure!

What we have here is the next level of photography and video, a device that offers a totally immersive viewing experience, allowing you to relive any special moment again and again. As the cam captures everything in a 360-degree radius, you can 'review and swipe' all the footage via their iPhone/Android compatible app, or choose from various other modes, including an Ultimate Fisheye and the thoroughly bonkers VR Glasses Mode. They've even chucked in a free VR Headset (along with a tripod and all the mounting gear you'll ever need) with the kit to get you started with the virtual reality shenanigans.

The app also makes it easy to control the camera, share your footage with your mates or upload the lot to your YouTube and social media channels. Whether it's a track day, car show or special night in with the missus (Perver! - Jules), this one could be just the ticket. Amazing tech!

www.kitvision.co.uk

SlammedUK Winter Collection, From £15

There's many, many things that suck about winter but there is one thing that makes it bearable – all the cool seasonal car culture apparel that hits the shelves right before Christmas. It looks like the boys at SlammedUK have beaten everyone else to the punch this year with their latest collection too. Featuring a whole load of beanies, hoodies and jumpers, with some of the slickest designs we've seen to date, this lot are just the job for pledging your allegiance... all the while keeping your mum happy because you're wrapping up nice and warm. Proper cosy like.

www.slammeduk.co.uk



Carrera Digital 132 Night Contest, £300

Even if you're not a particularly huge follower of Formula 1, you've gotta admit this thing has to be the ultimate slot-racing kit. If you are a diehard F1 fan like our Jules however, you'll probably get at least half a chubby over all the little details like the officially licensed car graphics and helmet designs. Either way, this 1:24 scale set from Carrera is the bollocks. And feel free to quote us on that.

What's most important here is that this 73-metre track has pushed the concept we all loved as kids right into the 21st century. Even though it has wireless controllers, loads of new-fangled gubbins and the cars are able to stay on the track for more than three seconds, it still offers plenty of nostalgia for any children of the '80s. It also uses Nurista stainless steel for the slots, the same stuff they used on the Chrysler building in New York. So it should last into the next '80s too – the 2080s that is. Frickin' awesome!

www.hobbyco.net

Rocker Mad Max, £600

It has to be said, we're absolutely loving this crazy little bastard. In fact, if anyone wants to send one here for Xmas we promise we'll be most appreciative. It may be electric too, but this proper little off-road buggy is packing a 48 Volt, 1,000-watt motor and that means it not only shifts rather well, but it's almost silent, so it won't upset the neighbours too much. Until you get carried away and start doing doughnuts in their front garden.

Designed for adults, although it's also suitable for younger drivers with plenty of supervision, it features a high-performance, selectable speed controller (via a removable safety key) and enough battery power for up to two hours of driving on a single charge. There's all sorts of other stuff too, but what's most important here is that it's bloody quick and it looks totally mental. Sometimes that's plenty, right?

www.pitbikedirect.com



Auto Finesse TOUGH COAT



One of the biggest mistakes people make in winter is washing their car too much. Unfortunately, this is when most of the damage is done, inflicting unnecessary scratching and rather annoying swirl marks on your paintwork. What IS important however, is getting your motor prepared and protected for the winter months. With that in mind (and in an ideal world) you'll thoroughly detail your car about this time of year, adorn it with a tough

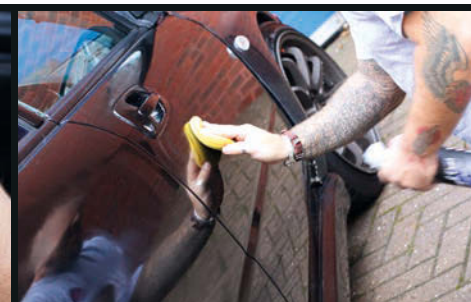
LSP product for supreme surface protection, and then leave it with little more than a periodic hose-down until spring.

Of course, we realise that this isn't always practical. Most LSPs won't last for long enough for starters. You'll also be needing a product that's suitably hardcore to stand up to the increased fallout that will be thrust upon your car during winter. What's more, if you have left it a little late, or you do choose to wash your car during the bad

weather period, you'll need an LSP that's super quick and easy to use - you don't want to be stuck out in the cold for any longer than you have to, right? OCD detailing is far nicer in the summer anyway!

Still, all this is where this particular stuff, Tough Coat from Auto Finesse, comes into its own...

PRICE: £19.95 (250ML)
www.autofinesse.co.uk



Midge's verdict



The Product

What's perhaps most notable about this product is that, for a paint sealant, it's a bloody hardy formula. The name says it all in that respect.

Being solvent-based rather than silicone, this acrylic-polymer liquid offers the highest degree of protection possible against weathering, road salt, bird shite, bug splatter, acid rain etching, industrial pollution and UV radiation. In fact, short of building a brick wall around your motor for the winter, you're not going to get any better. Incidentally, what an acrylic polymer does is bond to the paint to create a super-tough protective layer, but it also smooths the surface on a microscopic level (you can actually feel the difference) which stops the grime sticking in the first place. You'll notice that, after just one application, you can leave your car for ages and the dirt just kind of falls off. The water-beading ability is simply out of this world too and you can also add multiple layers for even more protection.

Speaking of application, you'll find it pretty effortless. You just add a very small amount to a sponge applicator, wipe it on in small circular motion and, after waiting a few minutes for the product to cure, wipe off the excess with a clean microfibre cloth. Easy, peasy and exactly what you want from this sort of product. The whole car is done in minutes.

Last, comes the trump card. This stuff is so tough it lasts for up to six months. I think you'll agree, that's durability on a mental scale.

First and foremost, I can see the huge value in the extended protection period here. Many other LSPs will be effective for two or three months, and that's not going to take you all the way through winter is it? I'm not suggesting you leave your car for a full half-year before you give it a once over. But it's nice to know that level of protection and endurance can be achieved.

What's also apparent, if a little surprising, is the finish. This may be a product that's chiefly about hardcore protection (and possibly a bit of the ol' ease-of-use), but it gives a great shine too. I wasn't expecting that from such a resilient sealant, especially on paint that could really do with a good going over with a DA anyway. If you're looking for even more warmth and depth, you can also layer any one of their excellent carnauba waxes over the top, but to be honest, I could happily just use this stuff and bugger off for a cuppa. It even worked well on lacquered carbon panels.

The last question I always ask, is does it offer good value for your hard-earned cash? Well, I believe it does. Mostly because you have to apply approximately chuff all. In fact, the thinner the layer you apply, the better. A standard 250ml bottle can be had for around 20 quid and will last a long, long time over multiple vehicles. I can only assume the 500ml bottle I've got here will last forever. I tried to fault it. I just can't.

In a nutshell: Quick, easy, hard as nails.

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www.eurocarparts.com/performance-cars-styling



PIONEERING GIFTS FOR PICKY PETROLHEADS

STUCK FOR WHAT TO GET THE PETROLHEAD IN YOUR LIFE? WELL YOU COULD DO A LOT WORSE THAN TREATING THEM TO ONE OF PIONEER'S NEW-FOR-2017 AUDIO OFFERINGS, INCLUDING CUTTING-EDGE MULTIMEDIA PLAYERS, SPEAKERS AND SUBS...

There's a lot to be said for treating the petrolhead in your life to an audio upgrade this Christmas, not least because Pioneer, easily one of the most respected names in the business, has recently unveiled its expanded range of brand new, cutting-edge audio offerings. Not only do the products below groan under the (figurative) weight of advanced features and industry-leading functions, but they will transform the manner in which your nearest and dearest listens to their music, making it a double-whammy of a gift!

PIONEER AVH-Z5000DAB SRP £559

Pioneer's AVH-Z5000DAB is able to strike the perfect balance between performance, technology and price, making it something of an audio legend (and a bit of a bargain to boot) and more than capable of holding its own against more expensive offerings. In line with the other units mentioned here (and kick-starting something of a Pioneer theme), the AVH-Z5000DAB majors on ease of connectivity, meaning it can be swiftly and seamlessly connected to smartphones, in turn allowing the user access to the myriad applications supported by modern Apple and Android hardware.

The unit's 6.2-inch clear-type touchscreen can be used in conjunction with Apple's much vaunted CarPlay system, an addition which makes listening to music while on the move a doddle, and this is never more apparent than when using Spotify. Indeed, the world's most popular music streaming application is intuitive to access and configure, while Bluetooth capability allows for seamless streaming of music while on the move.

Pioneer feels there's little worse than being left 'out in the cold' technology wise, which is why the AVH-Z5000DAB can function just as seamlessly with Android smartphones as Apple, and it's all down to Android Auto. Similar in concept to CarPlay, Android Auto enables Android to stream music, access and utilise appropriate apps, all without distracting them from the most important task at hand, driving.

Spotify, CDs and Bluetooth are all well and good, but Pioneer also recognises the continued importance of radio to the majority of drivers, hence the AVH-Z5000DAB's built in DAB/DAB+ Digital Radio, a handy feature which will doubtless become all the more so if the government goes ahead with its planned digital switchover in the coming years. Factor in the Auto EQ, Auto Time Alignment and Optimised PCB layout, and it becomes all too clear why Pioneer products have been the audiophile's choice for generations.



PIONEER AVH-Z7000DAB SRP £629

King of the 2017 range and a unit with the power to slacken jaws at the press of a button, the AVH-Z7000DAB is a true audio powerhouse. We'll get into the technical aspects in a second, but first it's important to address just what makes this such an amazing bit of kit: its fully motorised, 'flip-up' screen.

A full seven inches across, the touchscreen is mated to what must count as one of the most impressively engineered multimedia player chassis on the market. It effectively transforms from a singleDIN unit into a doubleDIN, allowing owners of the former access to a wealth of features normally restricted to those with doubleDIN dashes. It's an action that never ceases to amaze and stubbornly refuses to get old!

In line with the other AVH-Z units in the Pioneer 2017 range, the mighty AVH-Z7000DAB can support an array of useful third-party applications, one of the most exciting (not to mention useful) being Waze, a community-based navigational app. Already a proven product with a massive community of dedicated users, Waze can be accessed via AppRadio mode and means it can effectively double as navigational units as and when required. And at no additional cost to you.

Spotify can be utilised by both Apple and Android users (the former via CarPlay, the latter through Android Auto), with the music streamlining service's libraries now able to be controlled directly via the headunit itself. With the AVH-Z7000DAB, the days of getting lost while fumbling for your favourite music are banished! It also sports a built in DAB/DAB+ radio, further underscoring its suitability for those who value music above all else.



PIONEER SPH-DA230DAB £399

The SPH-DA230DAB is Pioneer's premier mechafree unit and builds upon the company's long history of developing lightweight players with a plethora of trick functions. It can handle all the connectivity options enjoyed by its AVH relations mentioned elsewhere on the page (including navigation via Waze), and comes complete with both Apple CarPlay and Android Auto connectivity technology. The former was something Pioneer, well, pioneered on the SPH-DA230DAB's sibling, the SPH-DA120, and it continues to be a key factor, certainly if the intended recipient of your gift is a fully paid-up Apple fan.

In line with the AVH duo mentioned elsewhere, the SPH-DA230DAB has a deeply impressive Bluetooth receiver nestled within it, one which is perfect for permitting music streaming via Spotify and, in a further nod to on-the-road safety, Siri Eyes Free technology. Said Bluetooth receiver has also been overhauled and can now handle two separate smartphone connections simultaneously, ideal for those with business and personal phones, and it enables hands-free calling and automatic phonebook transfer.

Last but by no means least (seriously, there's nowhere near enough space to go through all of these units' capabilities here, you'll have to pop over to Pioneer's website), the SPH-DA230 boasts an advanced DAB/DAB+ radio receiver. This allows access to the staggering variety of digital stations operating in the UK today, and will also stand the person you're buying it for in good stead when the FM switch-off comes into force sometime in the next decade.



PIONEER SPEAKERS FROM £21.99

Pioneer started out as a dedicated speaker maker back in 1937, so it should come as no surprise to learn it still makes some of the best in the business! In fact, the firm's speakers are often seen in fully paid-up audio competition cars, meaning the petrolhead in your life will be in very good company indeed.

PIONEER TS-D

The Pioneer speaker range is nothing if not inclusive, and the company prides itself on being able to offer advanced audio upgrades for all, no matter their budget. The TS-D speaker series is a case in point. The units contained within it are very affordable, yet make use of much of the technology found in the TS-Z series below, including the much vaunted Open & Smooth concept. TS-D speakers also boast soft dome tweeters for extended high frequency performance, their hemispherical shape proven to reduce dome breakup due to excessive vibration. The upshot of this is exceptionally low levels of distortion and smooth, natural sound.

PIONEER TS-Z

As you might have twigged from the products mentioned above, the 'Z' at the end of a Pioneer product's name signifies extreme audio capability, hence why the new TS-Z range is already winning praise from audio geeks around the world. They benefit from Pioneer's Open & Smooth sound concept, which promotes smooth off-axis frequency response, superior directivity and an extended frequency range. While those phrases might mean very little to anyone who's not a fully paid up audiophile, their impact is impossible to mistake. The TS-Z series offers an incredibly pure sound that's about as close to the original performance as it's possible to get.



PIONEER TS-WX70DA SRP TBC

Trick features, displays and app connectivity are only one part of the Pioneer puzzle though, and the firm is just as well placed to offer all manner of supporting audio hardware, including active subwoofers. Which sub you should buy your nearest and dearest rather depends on your budget and how much space they have in their car, hence why we reckon the TS-WX70DA is such a good bet, thanks to its compact size, innovative design and considerable audio punch.

Pioneer Digital Bass Control lies at the heart of the TS-WX70DA, a unique feature which effectively allows for a pair of unique bass modes to be toggled between as and when the user feels. The two modes in question are DEEP and DYNAMIC, with each able to produce bass that's not only strong, rich and deep, yet also distinct from one another. The latter point is of particular importance, as it's what allows the TS-WX70DA to handle such a massive variety of different musical genres, all of which offer different demands and unique characteristics. It ensures that whether you're buying for a Metallica or a Mozart fan, they'll be well covered by the TS-WX70DA.

The TS-WX70DA is far from a one trick pony, and the aforementioned Digital Bass Control facility is backed up by good, old fashioned, 200w power, not to mention Pioneer Class-D sub technology and a pair of 16cm drivers. This immense power doesn't come at the expense of practicality however, and the TS-WX70DA's compact chassis measures a mere 97cm in height. This ensures it's easily small enough to fit the vast majority of installs, even those where space is at a premium. It's so small it doesn't rob boot space, to the extent that luggage can even be loaded on top of it.



CONTACT: www.pioneer-car.co.uk

THAT ESCALATED QUICKLY...

It's quite possibly the pinkest car in the country now, thanks to a Facebook bet that got way out of hand. But look beneath the outrageous wrap on Gary's EF Civic and you'll find one of the most comprehensively modified back-road slayers around...

Never trust your mates to have your back on social media. Because when they're not digging up compromising photos of you that you thought had been wiped off the face of the earth several years previously, they'll be tagging you in offensive memes and generally giving you a virtual ribbing. Banter is basically all Facebook is good for nowadays, and nobody is safe!

And if you want a really extreme example of this phenomenon in action, just ask construction project manager Gary Sung how the heck his EF Civic hatch project car here ended up looking like the Pink Panther's daily drive a couple of months back.

"It all started when my mate Hoho said my car would look good in pink for the coming show season," our man begins the tale. "After a lot of persuasion and in a moment of weakness, I made a post on my club Nameless's Facebook page, saying if it reached 1,000 likes, I'd do it."







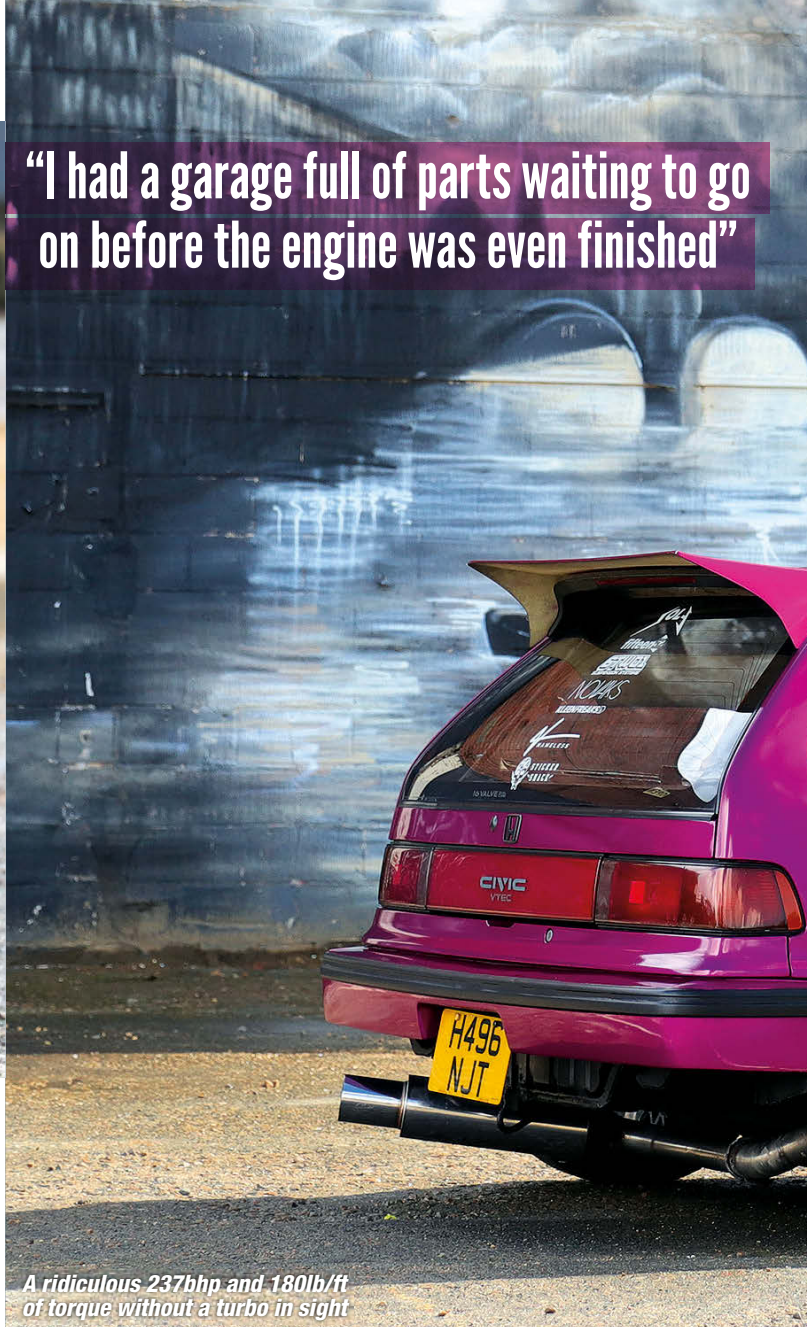
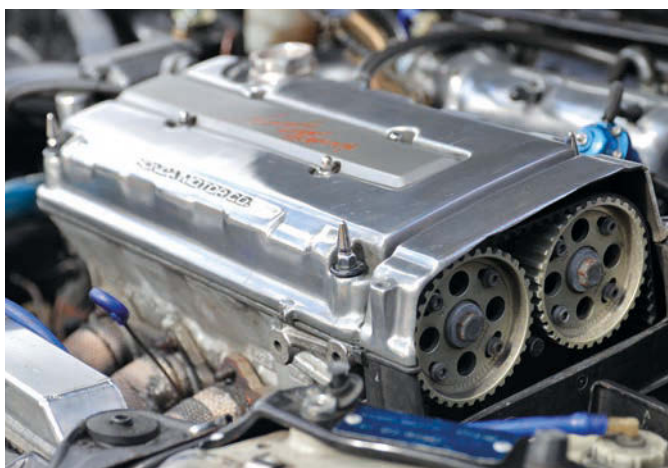
Fifteen52 TR meshed hoops are 'on fleek' as the kids would say

You can probably guess what happened next, with Gary's sphere of friends and associates outdoing themselves in hitting the target – in under half an hour! What a world we live in.

Before we spend too much time dwelling on this uniquely awesome colour scheme, though, we should probably fill you in on the back-story that led to this frankly epic little hatch taking shape. Something of a serial Japanese car owner, Gary discovered the magic of the H badge pretty early on into his car career. In fact, he was one of the first to K-swap a DC2 Integra Type R back in the day, which he did himself at home – illustrating his desire to tinker with cars for improved performance pretty early on.

Despite a raft of Nineties and Noughties motors from the same firm following this epic little coupé, there was one Honda-shaped hole Gary was still keen to fill. "I'd always wanted a retro Civic," he tells us, referring to the boxy pre-Nineties cars that are getting ever less common on our roads nowadays. "I knew an old friend had this Civic sitting in a shipping container where it'd been for six or seven years, so I eventually bought that off him."

This fourth-generation version of Honda's hatchback then boasted a feeble 1.5-litre, twin-carb motor which had seen better



"I had a garage full of parts waiting to go on before the engine was even finished"

A ridiculous 237bhp and 180lb/ft of torque without a turbo in sight

days. But the fact there was very minimal rust meant it promised to be the perfect blank canvas for Gary to transform into a show-winning masterpiece. "I quickly went to work in ruining it!" Gary laughs. With plans for much more power in the form of a comprehensive engine swap, he employed the help of none other than the previous owner of the car, Errol, who's a dab hand on the drag strip, to build up a lump that would pack a little more firepower than the More Fire Crew.

Taking inspiration from Japan's Kanjo scene, the engine is a Frankenstein build, with a two-litre B20 bottom end, from none other than a Honda CR-V, mated to a fiery B16 VTEC head. The benefits of this popular setup combine the low-down torque of a bigger engine with the screaming-your-nuts-off reviness up top that we're used to from VTEC units. Both parts of the motor were also treated to all-new internals (such as forged pistons and rods in the block and Spoon Sports camshafts in the ported and polished head) to create a ridiculous 237bhp and 180lb/ft of torque without a turbo in sight. We're sure Kanjo street racers would approve!

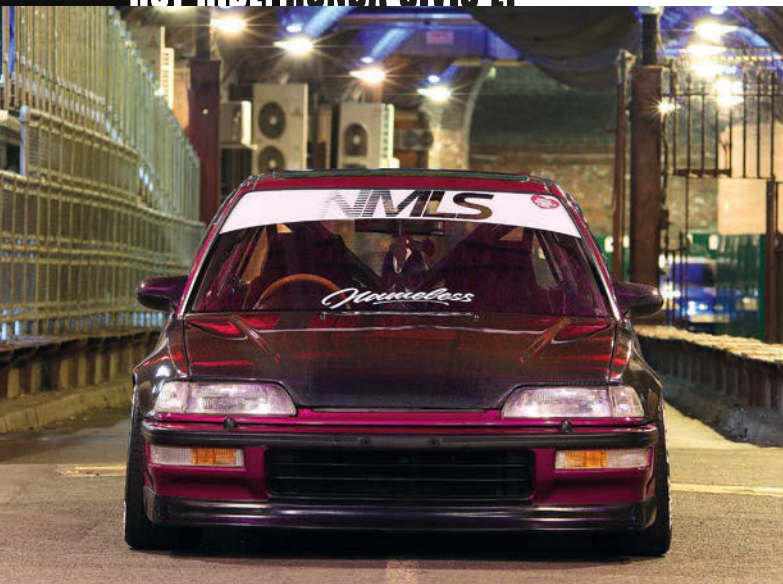
"I had a garage full of parts waiting to go on before the engine was even finished." Gary's quick to remind us that this project was always going to be about far more than just a beefy engine build. In fact, in the two years he's owned it, it's already gone through no less than three different looks to keep it fresh on the show scene.

Keeping with the Kanjo theme since the start, with touches like that definitive Osaka JDM rear spoiler, the first look consisted of a sultry black body propped up on a set of JDM-as-you-like Regamaster wheels, before Gary headed to his friends at Wakefield-based wrap specialist Paint Killers, for an electric blue body wrap to make it even more memorable in its second guise.



A two-litre B20 bottom end mated to a fiery B16 VTEC head

HOT RIDE: HONDA CIVIC EF



During this time, the exterior has also been set off with that carbon fibre bonnet from American-based VIS Racing, along with other rare touches like the J's Racing front lip and the super-cool Spoon carbon wing mirrors.

Inside, instead of some rigid, back-breaking buckets, Gary's opted for more period-perfect pews: a set of Recaro cloth recliners from none other than a Fiesta RS Turbo, complemented with a wooden MOMO steering wheel, full roll cage and other race-inspired bits and pieces which strike the perfect balance between functionality, comfort and downright coolness.

Underneath, the chassis has unsurprisingly been treated to an equally as comprehensive overhaul, statically dropped on 6two1 coilovers with Skunk2 camber arms, an Eibach anti-roll bar and Spoon strut bar making the already-impressive chassis even more chuck-able when the occasion arises. In its latest form, Gary's swapped up his alloys for a set of fresh Fifteen52 TR meshed



Period-perfect pews: Recaro cloth recliners from a Fiesta RS Turbo



Carbon-fibre bonnet from VIS Racing, J's Racing front lip and Spoon carbon wing mirrors

hoops, which despite the age gap with the car itself, look absolutely perfect now they're sitting pretty. "When I spec'd them at nine inches wide, they said I'd never get them on the car!" Gary laughs, with the solution to this problem coming in the form of modified carbon-fibre front arches (which happen to look killer next to the bonnet made from the same lightweight material).

This leads us nicely up to winter of 2016 and that fateful night of Gary's car going viral on social media. Following the shock reaction it created, he was left with no choice but to head back to Paint Killers and accept his fate.

When the car emerged from the firm's unit a few hours later, complete with its new pink curves, however, it was clear to see that set off against those carbon bits and the scene-friendly rims, the Civic was looking perhaps more epic than ever, the loud colour suiting the rest of the mods perfectly. This has been reflected in the feedback it's received at shows this year, with the crowds seemingly not able to get enough of this now-extremely memorable car.

The outcome of his bet may have been better than he could've ever dreamt of, but this isn't stopping Gary pushing things forward for the car's fourth phase of its modified life. "The wrap's coming off and I'm currently teaching myself how to paint," he informs us. "I want one last look for the car, and am going to take my time doing it." We'll look forward to that. Just do us a favour and don't ask for any advice on Facebook this time! 📱



TECH SPEC: HONDA CIVIC EF

STYLING

Pink vinyl wrap; custom carbon-fibre wide front arches; VIS Racing carbon fibre bonnet; EF9-spec bumpers, side skirts and headlights; J's Racing front lip; Osaka JDM rear spoiler; Team HEKO wind deflectors; windscreen wiper delete; cut rear bumper; Spoon Sports carbon fibre wing mirrors; custom Nameless sun strip.

TUNING

Forged 2.0-litre B20B block with B20Z1 crankshaft and rods; RS machined pistons; Z10 crank girdle; baffled sump; ported and polished B16 head with Spoon Sports camshafts, pulleys, valves and springs; Toda titanium retainers; Spoon Sports head bolts; DC2 Integra Type R oil pump; EHP breather system; modified Mocal catch can; B18CR inlet manifold; Hondait inlet gasket; 68mm throttle body; B18 GSR fuel injectors; Sytec fuel filter with hi-lo braided fuel lines; Walbro 255lph fuel pump; Spoon Sports thermostat, fan switch and radiator pipes; Fluidyne radiator; SPAL Automotive 12in fan; Spoon Sports radiator cap; custom 2.5in exhaust system; Bisimoto ANR heat-wrapped exhaust manifold; cut-out and shaved rocker cover; custom velocity stack; Mugen oil cap; re-map; wire tuck; relocated fuse box.

TRANSMISSION

Y2 five-speed manual gearbox; Exedy Stage 1 clutch and lightweight flywheel; Quaife ATB limited-slip differential; Gator Racing driveshafts; K-Tuned shifter box.

CHASSIS

6two1 adjustable coilovers; Eibach front anti-roll bar; EHP traction bar; Skunk2 rear camber arms; Function7 rear lower control arms; Spoon Sports rear lower strut bar; VT Hubs big brake conversion; MB6 callipers; Goodrich braided brake lines; ATS Blue brake fluid; DC2 proportioning valve, brake booster and master cylinder; 9x16in (front) and 8x16in (rear) Fifteen52 TR alloy wheels; Mugen wheel nuts; TOYO T1-R tyres with custom tyre stickers.

INTERIOR

Ford Fiesta RS Turbo Recaro seats; Custom Cages roll cage; MOMO wooden steering wheel with NRG short hub and ASR spacer; Spoon Sports shift knob; Racetech gauges (oil pressure and oil temperature); JDM Centre console; EF9 dials and door cards; custom false floor; relocated Odyssey battery; wink mirror; Mugen metal pedals.

THANKS

Nameless; Kleen Freaks; Fifteen52; 6two1; Novaks; Fuelled Society; Rollhard; Paint Killers; Syco Graphics; SoleFlavours.

Wooden MOMO steering wheel



Everything you've ever wanted.

With a huge selection of products and a lifetime warranty, Forge Motorsport is the reason you won't want to go anywhere else.

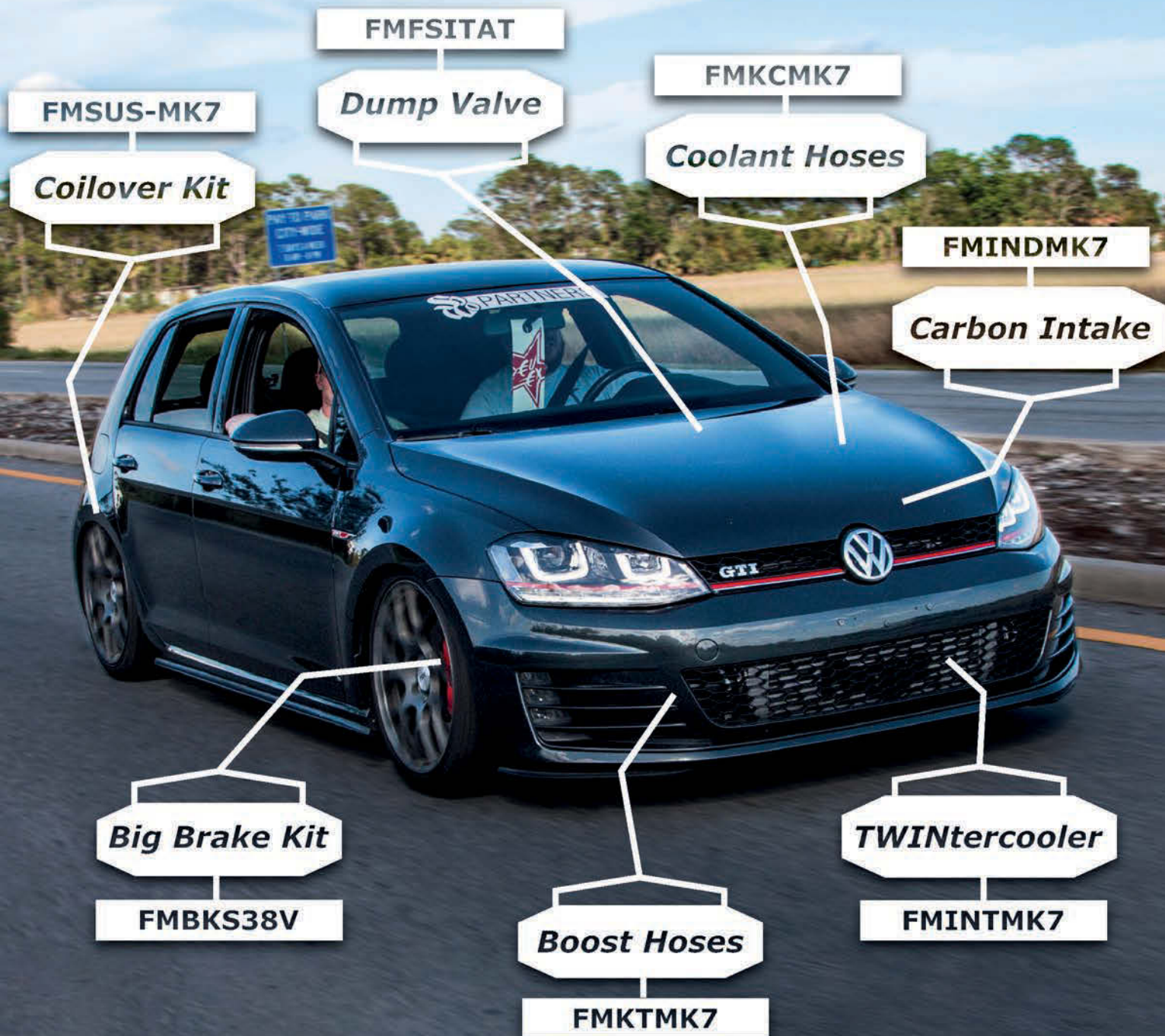




photo: Davy Lewis



LIBERTY WALK AUDI R8 V10

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WRAP MUSIC

Long-time readers will no doubt remember the Pioneer UK demo car, a stunningly equipped Subaru BRZ. But now it's back. Louder, faster and even more eye-catching than before...



The UK has a rich history of jaw-slackeningly awesome company demo cars. And it isn't hard to see why. Demo cars don't just allow companies to showcase their wares in the best possible light. They allow them to connect with their potential customer base in a tangible manner.

OK, that perhaps isn't the most explosive introduction to a feature you've ever read. But it is necessary. Y'see the Subaru BRZ you see before you has been built by none other than Pioneer UK, one of the audio industry's biggest heavyweights and a firm with a keen eye for a stunning project car.

This isn't the first time this particular Scooby has graced various media, of course. The first was in 2016, though back then the BRZ looked far subtler, understated and, dare we say it, plain. Subtly has its place of course, but you could argue a stealthy demo car is something of an oxymoron. Which explains why, late last year, Pioneer UK set out to double down on the BRZ to make it that bit more extreme.

"All of us were blown away by the charms of the BRZ as standard. It's such a wonderfully balanced, fun car to drive and very forgiving," explains Mike Haseler of Pioneer UK. "The only problem was the car's popularity within this country. And it got to the point where we couldn't drive down a street without seeing another. The final straw was when

we lost it in a car park for a few minutes and wound up walking towards another, near identical example!"

It's worth noting that the Pioneer BRZ was far from standard at this point in time. It's just that the changes were all well and truly hidden from view – in the boot, to be precise! Open it up and you'll encounter a veritable treasure trove of cutting-edge ICE, namely a pair of TS-W3003D4 subs, a duo of GM-D8601 monoblock amps and, occupying pride of place within the cabin, the AVIC-F88DAB, the first Pioneer unit commercially available with integrated Apple CarPlay functionality. The beady-eyed amongst you will also no doubt have clocked the TS-A172CI front component speakers and a GM-D8604 4-channel amplifier, all of which adds up to a mighty audio wallop!

"That audio setup was, and indeed remains, very impressive," explains Mike. "We basically cherry-picked parts from the Pioneer range to end up with an install that was the best of both worlds, able to deliver exceptionally sound quality and a huge hit of bass as and when required. We were also at pains to make sure the resulting setup was still very much a real-world one, affordable and not exclusively for those with tens of thousands to spend on their car. And I think it's safe to say we managed it."

Solid foundations on which to build then, which is why the Pioneer





Milltek's BRZ exhaust includes a rear silencer assembly and a pair of 4.5in stainless-steel tail pipes

BRZ soon found itself up the M1 in Nottingham, specifically LandSpeed. LandSpeed has swiftly carved out an enviable reputation for providing peerless workmanship, and it's all down to Adam Hornby, undoubtedly one of the best automotive techs in the business and a man able to turn his considerable expertise to any facet of car care. LandSpeed is headed by Paul Cowland, a petrolhead and sometime TV personality (you might have caught him on the Discovery Channel's Turbo Pickers show?), and the combined expertise of Paul and Adam was soon brought to bear on the diminutive Subaru.

It's an accepted fact that alterations in wheels and ride height can make the biggest visual difference to a car, so that's where LandSpeed (with the blessing of Mike and Pioneer) began. A call to ST Suspensions was made, a subsidiary of the mighty KW Automotive and therefore a force to be reckoned with in the ever evolving world of aftermarket suspension. And in days, a large, black and yellow box had been delivered to LandSpeed's HQ.

"In the end we plumped for ST's ST-XTA coilover kit, thanks to its broad spread of abilities," recalls Mike. "Ride height adjustment was the most important point of course, but we were also keen to play around with the BRZ's handling, hence why we were so taken with the kit's adjustable damping-rate ability, plus the specially designed top-mounts."

Said coilovers were soon paired with a new set of alloy wheels, in this case some beefy 18-inch Rota Grids finished in matt black. OK, OK, the likes of the Rota Grid have been a staple of the aftermarket Japanese car scene in the UK for almost a decade now. But it's hard to deny they aren't a striking bit of kit, particularly this set, just about squeezed under the BRZ's pert arches.

"I was blown away by how it looked when I first saw the car, though I must admit I was a little concerned the big wheels and huge reduction in ride height would've wrecked the BRZ's handling, its main selling point in the first place," Mike muses. "I shouldn't have worried though. We spent a few hours toggling the damping rates and playing

with the ride height, and before long it was back to its stunning best – better than standard in fact."

This has never been a build focused on number chasing and big power hunting. So you won't find an aftermarket turbo conversion, custom manifolds and water-meth injection lurking under the BRZ's shapely snout. What you will find though, if you can get low enough to see it, is one of Milltek's finest stainless steel exhaust offerings. A primary cat-back offering, Milltek's BRZ exhaust is a full 63.5mm in diameter and sports an over-pipe, secondary cat bypass pipe, a resonated centre-section, rear silencer assembly, silencer outlet pipes and, the icing on the cake, a pair of 4.5in stainless steel tail pipes.

The aforementioned Milltek system, mandrel bent, gas flowed and beautifully engineered, was chosen thanks to its ability to strike the correct balance between performance and sound. Mike and the rest of the Pioneer team have yet to put the BRZ on a dyno and so have no way of knowing just how much extra shove the system has imbued the car with. But there's no denying it makes one hell of a sound!

"It's a stunningly addictive exhaust note, that's for sure," explains Mike with a grin. "We went for a resonated centre section to eliminate drone and to make it a more drivable prospect on a daily basis. But it can be properly aggressive when you put your foot down!"

Technically polished as all this hardware undoubtedly is, none of it could accurately be termed eye-catching, certainly not eye-catching enough for a company demo vehicle. No, for that Pioneer and LandSpeed had to turn their attention to the exterior and the vinyl wrap that's since become this BRZ's calling card.

First though, a brief motorsport history lesson, specifically Pioneer's association with it. While it might not be as well-known as some electronic sponsors, Pioneer has been a fixture in the upper echelons of motor racing for decades, including spells in F1 (the lackluster Osella F1), Le Mans (the Ferrari 512) and even rallying (Jean-Claude Andruet's Ferrari 308 GTB). Pioneer even inked a deal with none other than Paul Newman, the American film legend having dabbled with the IMSA



The AVIC-F88DAB is the first Pioneer unit commercially available with integrated Apple CarPlay



A veritable treasure trove of cutting-edge ICE



HOT RIDE: SUBARU BRZ

series in the late '70s with the awesome Bob Sharp Racing Nissan 280ZX V8 twin turbo.

Why are we giving you a crash course in '70s IMSA racing? Because the Pioneer Subaru BRZ's current warpaint pays homage to the visually very, very similar livery found on Paul Newman's mighty 280ZX. There are subtle differences, not least because they're totally different cars, and because Mike and the team opted to swap the race numbers, moving from Newman's 33 to a far more Pioneer-centric '37. 1937 was the year the Pioneer was founded as a specialist speaker maker, and it's fair to say that the company has never looked back!

Whether you approve of the design of the wrap depends entirely upon personal taste, but one thing that cannot be disputed is the quality manner in which it has been applied. Russell Joyce of Joyce Design is the man responsible, a company with a massive reputation in the vinyl wrapping scene – you might well have seen his work on everything from show-stopping Players Classic projects to front-running BTCC teams like Power Maxxed Racing, so it's fair to say he knows his stuff. The result is a wrap that perfectly mimics the flowing contours of the BRZ's body, even down to highly styled elements like the front valance and rear wing.

The result of these sweeping, wholesale changes to the Pioneer's BRZ are plain to see. This is no longer a subtle, shrinking violet of a demo car. In fact it's quite the opposite. The Newman-esque livery calls to mind Pioneer's extensive motorsport heritage (even if it's only the diehard motor racing cognoscenti who'll recognise the link), the adjusted ride height and mammoth Rotas give it enormous presence, and the rasp from its Milltek exhaust has to be heard to be really appreciated. And that's before we even get to its true trump card, the battery of audio hardware within!

"Of course we're happy with the car," exclaims Mike. "It's a far better realised demo car now that it shouts its presence rather than mumbles. And the livery really is the icing on the cake!" **FI**

TECH SPEC: SUBARU BRZ

ENGINE

1998cc DOHC 16v Subaru FA20 'boxer' engine; 86x86mm bore x stroke; 63.5mm Milltek Sport stainless steel exhaust system, 2x 4.5in stainless steel tail pipes.

CHASSIS

ST XTA height and damping rate adjustable coilovers; OEM brake setup.

WHEELS

18in Rota Grid in satin black; 225/40x18 Toyo Proxes Tyres.

EXTERIOR

Custom Pioneer Motorsport wrap designed to ape Paul Newman's Nissan race car.

INTERIOR

Pioneer TS-W3003D4 subs; x2 GM-D8601 monoblock amps, AVIC-F88DAB headunit/multimedia player, TS-A172CI front component speakers, GM-D8604 4 channel amplifier.



That tasty 1998cc DOHC 16v Subaru FA20 engine

The warpaint pays homage to the livery on Paul Newman's 280ZX



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THE FC HANDLING GUIDE

Part 1



How your car handles is the key to performance driving and a few well-chosen tweaks could make all the difference (and make you safer)

How your car handles through the twisties is perhaps the most important aspect of performance driving. Big-bollocks power figures, hairy-chested engine displacements and inflated boost pressures get all the attention of course. But exactly how your car puts down all that grunt, and how well it stays on the road, is even more vital to your lap times and to stop that big ol' tree "coming out of nowhere".

The truth is, the way you set up your chassis will always dictate how well your car stays planted around corners. Not to mention how effectively all those little horsepower translate to forward motion without too many being lost.

With only a few exceptions, standard cars have always been built as a compromise between handling prowess and ride comfort, usually with far more emphasis on the comfort side than we would like. But that's good news for us modifiers, because we can get the edge over the competition with the simple application of a few well-chosen tweaks, even on the most unlikely of motors.

But how exactly do you elevate any ride, from an everyday shopping trolley to the epitome of supreme handling? Well, that's where we're here to help. So let's get started, with Part 1 of our big, fat handling guide...





Suspension

Springs, shocks and all that gubbins. I guess that's the logical place to start, right? Besides, nothing affects the handling of your ride quite like the suspension setup you choose. It's for this very reason that there's so much choice with regards to what you can do to tweak your setup.

The basic premise is that lower, stiffer suspension offers a lower centre of gravity and better handling characteristics. For the most part this is true. Apart from in the case of extreme drops, a spot of lowering with stiffer springs will almost certainly improve handling.

The thing about suspension hardware too is that it's not nearly as complicated as it looks. We may have everything from lowering springs and air-ride setups, and in many cases there's a different types of component on the front and the rear of your car, but vehicle suspension needs only two things to work effectively – a spring to absorb the bumps in the road and a shock absorber (otherwise known as a damper) to control, or 'damp', the spring.

Whether the spring in question is a coil spring, a torsion bar or even an air bag (technically known as an air spring) the science is no different. The same goes for whether it's mounted with the damper through the middle or separately.

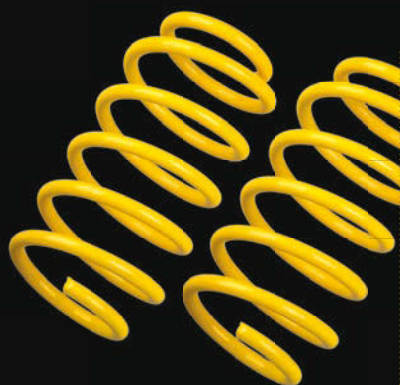
The main exception is in basic hydraulic systems where it's the hydraulic fluid that acts as the spring, often with no damping at all. But we all know that these setups are more about looks and not what you'd call a 'handling upgrade'. So, with that in mind, we'll discount those straight away.

The Hardware

So, that leaves the rest: lowering springs, performance spring and shock kits, coilovers and air ride. They all have their advantages of course, but for the most part these offer a simple trade-off between budget and the amount of adjustability available. Whatever setup you choose doesn't change the way suspension works, just the amount of fine tuning you can do. Coilovers for example, have always been the holy grail of 'race'

suspension, but that's because they're usually the most adjustable and controllable of static systems. There's no doubt these are awesome when they're setup correctly too. But a badly setup two-grand coilover kit can still be worse for handling than a decent £100 set of lowering springs. Shit, sometimes they can be worse than standard! And the same goes for any other type of suspension system as well.

Nowadays even air ride has all the performance credentials for top circuit and fast road shenanigans. More than you may imagine. And the reason is simple. It's the settings and characteristics of the spring and shock absorber and how they work together that's beneficial or detrimental to handling as a whole. As for what hardware you choose, it's more a question of what you can afford in terms of adjustability and how you set it all up.



Lowering Springs, From £100

Replaces: Stock springs
Advantages: Progressively wound, uprated spring rates, cheap
Disadvantages: Non-adjustable, and may not be matched to damper length



Spring and Shock Kits, From £500

Replaces: Stock springs and shocks
Advantages: Matched spring and damper length, usually adjustable damping
Disadvantages: Non height-adjustable



Air Ride, From £2000

Replaces: Stock springs and shocks
Advantages: In car-height and spring rate adjustability, (some) adjustable damping, some include adjustable topmounts for alignment
Disadvantages: Relatively complicated systems, heavier because of the extra hardware (air tank and so on), expensive compared to static systems



Coilovers, From £650

Replaces: Stock springs and shocks
Advantages: Height adjustable, adjustable damping, some available with external reservoirs, can be lightweight, thinner springs for clearance with wider wheels, many include adjustable topmounts for alignment
Disadvantages: Some designed more for track use than road giving harsher ride, while some are designed purely for looks with no damping adjustment

Suspension Parameters

Ride Height

This is how low your car is to the ground. The most basic idea is that a lower centre of gravity is better, but it's worth remembering that going too low can be detrimental if the other parts of the setup aren't modified to suit. In its most basic form this can consist of shortened dampers to match your springs, in the case of race cars however, most of the ones that look like super-slammed road cars are actually hugely redesigned underneath to keep the optimum geometry and enough suspension travel. Going too low will not only change the chassis geometry too much (we'll get to that in a bit), but can also throw up other problems such as tyre scrubbage, fouling on parts and, in more extreme cases, the car hitting the ground. In reality lowering your road car is nearly always a three-way trade-off between looks, performance and comfort.



Spring Rates

Spring rate or (in the case of torsion bars) torsion bar stiffness, is exactly what it says on the tin – how stiff your springs are. In performance terms, it's an important parameter because it dictates both how much your car will roll when cornering or how likely it is that your wheels will hit the arches. A car that's heavily lowered for example will need less travel in the springs and therefore a higher spring rate, just to keep the tyres away from that bodywork. In most cases this stiffness is a compromise between comfort and handling performance.

All springs have different characteristics depending on the way they're manufactured. With an air spring it'll be how much pressure in

the bag that dictates the spring rate, with a torsion bar it will usually be the thickness denoting how much it can be twisted. When it comes to more common coil springs, the ones you likely have as standard, these are designed with plenty of comfort in mind so will be relatively loosely wound compared to those offered as a performance upgrade. While these stock springs absorb plenty of impact on the road, they can be a little too soft for optimum handling in the twisties. Stiffer spring rates will generally give better handling characteristics, getting you around corners quicker and with less body roll. But they will inevitably come with a down side, and that's a harsher ride.

Bump and Rebound

You always hear manufacturers talking about bump and rebound in relation to the adjustability on their dampers, but it's actually very simple to understand. Bump is compression of the spring, rebound is decompression and both terms are used when describing how the shocks control the spring in each phase.

Using an adjustable shock absorber to reduce bump (named because the spring compresses when it hits a bump in the road), will stiffen the suspension, helping to reduce roll in the corners, as well as helping with 'squatting' on launch and 'nose diving' under heavy braking.

In the case of rebound, this is how quickly the shock allows the spring to return back to normal. With a double-adjustable damper these can be tweaked separately, with a simpler single-adjustable damper they'll be adjusted together. Some shock absorbers aren't adjustable at all, but you'll usually find they're velocity sensitive, which means the faster and harder the suspension moves, the more resistance it applies. This is what allows them to adapt to different road conditions.



Anti-Roll Bars

Roll stiffness is the term used to describe the car's resistance to body roll. We already know roll can be reduced with stiffer springs and shocks able to cut down on bump. But in the real world you can go too far with the stiffness, making the suspension almost unusable on many surfaces. The whole idea of suspension is to keep the wheels in contact with the ground after all – race cars are one thing, but bumpy B-roads are entirely another. This is where an uprated ARB comes in.

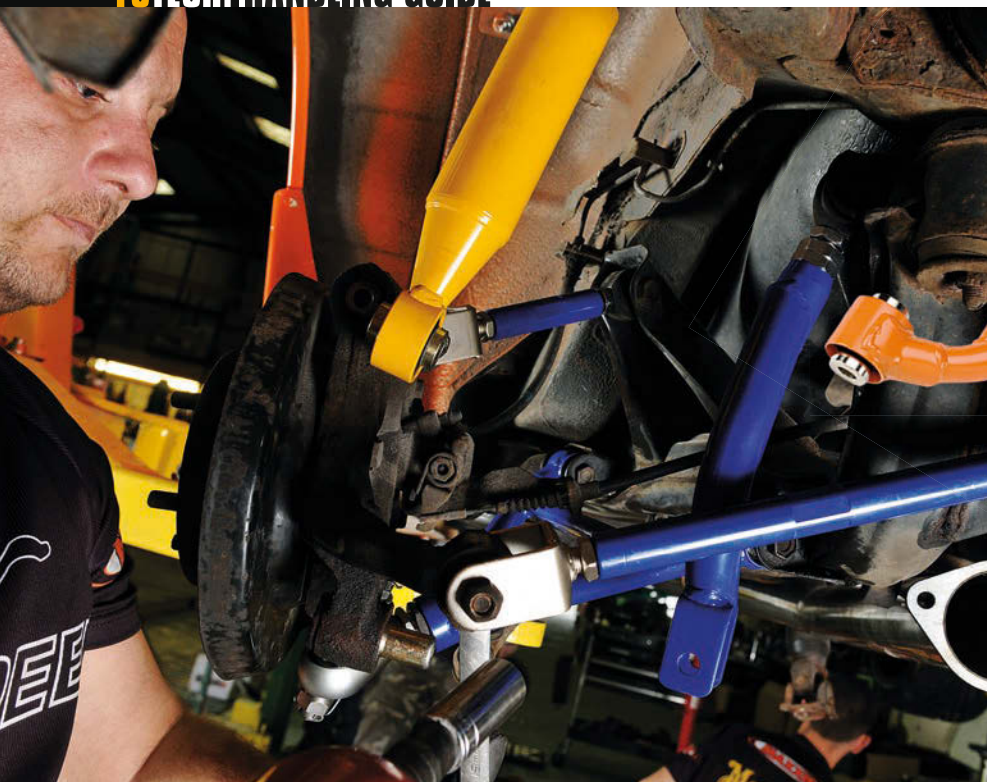
An anti-roll bar is used to help out the suspension and reduce body roll without having to make the springs overly stiff. This means they

can increase the roll stiffness, but without being too detrimental to the ride comfort. The vast majority of modern cars use these as standard and using aftermarket versions, which will be thicker and stiffer, are a good way of changing vehicle handling characteristics. A stiffer bar on the front will tend to promote understeer while a thicker bar on the rear will increase oversteer. Used together, they can be a powerful tool in tweaking your chassis.

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Geometry and Alignment

There's much more to vehicle suspension than the actual struts. Technically any part that connects the wheel hubs to the car is classed as suspension and this includes alignment components like control arms, camber arms and wishbones. These are the parts that are designed to keep the chassis at the optimum geometry for the important task of making sure your tyres have the best contact with the road. On a standard car these parts are designed to work with the stock shocks and springs, and at the stock ride height. Once you change the chassis geometry by lowering the car then they may need adjusting to keep those wheels aligned properly.

Adjustability

Most standard setups have a small degree of adjustability and these components are exactly what they'll tweak when you get your tracking done at your local garage. With that in mind, it makes sense to have the alignment checked and adjusted any time you change your suspension setup, just to make sure it's all in check.

In the case of extreme drops, or if you're setting your car up for track work (or anything else outside the realms of everyday road driving), then the standard components probably won't have quite the range of adjustability you'll need to get the best geometry for supreme handling.

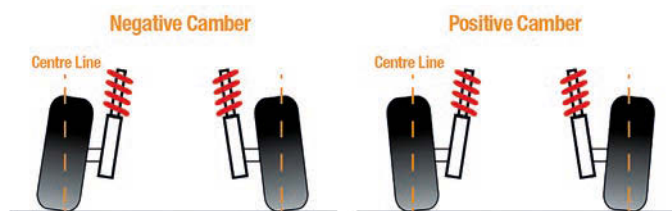
In some cases there are other non-adjustable parts, like camber arms and top mounts, that you may want to tweak for the best alignment. This is where the huge range of 'fully adjustable' aftermarket items come in.

Every car is different and that means there are loads of parts out there. But perhaps what's most important here isn't so much the components themselves, but what they all work together to achieve. The key thing to remember is that no matter what bit of the chassis they're connected to, their job is to help optimise the following parameters...

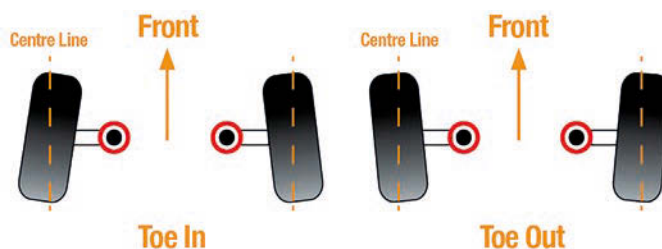


Alignment Parameters

Front



Top Down



Camber

Camber is the angle the wheels sit at in relation to the road. If your wheel is perpendicular to the tarmac (at 90 degrees) this is zero camber and, technically the best for traction in a straight line. This is because it gives the biggest tyre contact patch (although in the real world most cars run a small degree of negative camber for better grip in the corners). If the top of the wheels point further inwards than the bottom you have negative camber. Positive camber is the other way around.

Of course, camber has been a buzzword on the stance scene for years now, because it helps you fit in seriously wide wheels, on one hand this can be handy for bigger tyres with more contact, but strictly speaking, just a few degrees of negative can do wonders for handling. As with anything else though, moderation is everything.

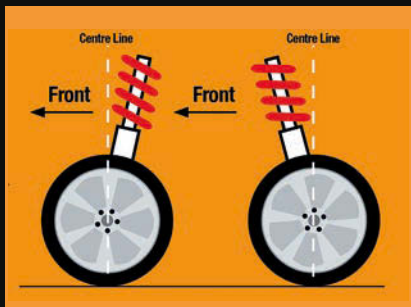
Positive camber on the other hand is only good in one instance, many drag cars run a little positive camber to make sure that, when the car squats under a hard launch, the wheels become as close to zero camber as possible for traction. Generally speaking though positive camber is not a good thing.

Toe

This is the angle that your wheels point in or out towards the front of the car when the steering wheel is straight. Admittedly, unless there's something very wrong, the toe angle is tiny and not visible to the naked eye, but it can make a huge difference to how your car handles.

Toe-in is when the wheels point inwards towards the front and is the most common setting you'll find on the front of production cars, because it helps to promote straight-line stability and prevent wandering steering. Toe-out is rarer because it makes the car feel unstable and a little too eager to change direction. Generally speaking on a road car you won't want this.

What's important is that, due to how they're put together, all cars have natural handling characteristics with regards to understeer and oversteer. Small changes to the toe setting on the front and rear can change these drastically, meaning you can set up the car exactly how you want it.



Caster

This is the vertical angle of the front suspension in relation to the road. Positive caster is where the bottom of the strut is more towards the front of the car than the top. Negative caster is the other way around.

In handling terms, it's positive caster you want, because it promotes stability and self-centring of the wheels. It does however make the wheels harder to turn, and that's why many old-skool cars, without power-steering, run only a very small amount.

As for negative caster? Well, that's never good for handling, so you won't be trying to dial that in anyway.



Bushes

Different models use slightly different setups of course, but what most alignment parts have in common is they'll use flexible bushes as their mounting points. It stands to reason then that the stiffness of these bushes will influence the performance of the overall setup.

Technically speaking a bush (or bushing) is a vibration isolator, designed to damp the energy transmitted through two parts. In a car suspension system they'll be used between the mounting of two key metal components to provide shock resistance and to improve the NVH (Noise Vibration Harshness) of the vehicle. In other words, they act as a flexible joint that helps soak up vibrations between the suspension mountings. But crucially they allow a certain degree of movement too.

For the vast majority of road cars bushes are made of rubber (or synthetic rubber) and designed to offer a compromise between comfort and handling. As you can imagine, if these bushes were simply solid ball joints with no flexibility (common on the most hardcore race applications) then stiffness would be at an optimum – although the car wouldn't be the nicest place to be on anything but the flattest of road! Conversely, factory rubber items are generally not geared towards performance driving, the flexibility of rubber during hard cornering or braking will inevitably change the alignment parameters adversely affecting the handling.



PU Bushes

The Polyurethane used in uprated bushes is a synthetic polymer specifically engineered for increased stiffness to tighten up the handling characteristics of the vehicle. That said, using PU is as much about durability as it is performance in the short term. The biggest killer of factory rubber bushes is time. Of course, constant hard cornering and all-round fruity driving doesn't help. But even during normal use rubber bushes will degrade, progressively losing their stiffness, in some cases over just a few years. Put simply, they wear out and, apart from the adverse effects on handling, the play in sagging bushes is also detrimental to steering feel, tyre wear and all-round safety. That's the reason why split and worn bushes are an MoT failure here in the UK.

PU bushes may cost more than standard rubber items, but they'll last around 10 times longer, so when you look at it like that, they're a bit of a bargain. What's more, once you've set up your chassis for supreme handling, they'll keep it that way over a long, long time.



Stiffness

While fitting PU bushes won't immediately turn your car into a harsh-riding racer, the focus will be always slightly more on the side of performance than the comfort of the stock setup. In some cases it's immediately noticeable. In others it's entirely negligible. Whether it's moulded from rubber or PU, the optimum stiffness (or hardness) of any bush varies according to the load placed upon it at the final mounting location.

Vehicle manufacturers specify components according to a Shore Rating and the higher on this scale the stiffer it will be. For example, a wishbone bush may be rated at 80 Shore, while a heavily-loaded radius arm bush may be rated at 90 Shore. In the case of subframe bushes, where a low NVH is considered a priority, these are typically around 70 Shore. It stands to reason then that each uprated bush, while being slightly stiffer than standard, may have a different stiffness compared to other bushings in the same kit. Simply blanketing the entire car with bushes of the same stiffness will be disastrous for handling. Unfortunately this is

often the case with some of the cheaper kits on the market, so the key is to do your research and stick to a trusted manufacturer. Companies like SuperPro invest a huge amount of time and cash into the research and development of every last component in their kits. Very often these can also be specified with different Shore ratings for a variety of specific applications too. Don't forget, what works on the track may not always be best for the road.

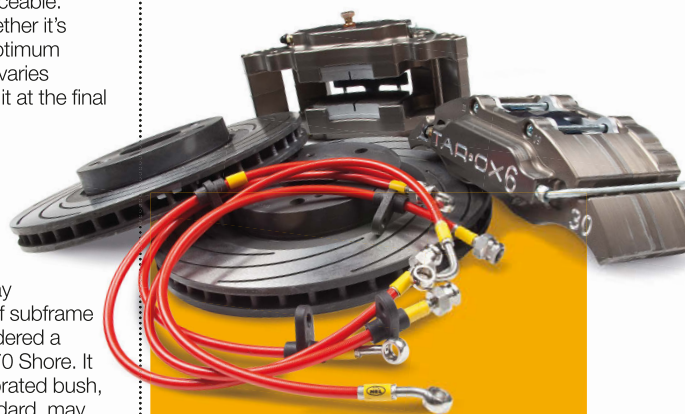


Other Mountings

The most recognisable PU bushes are those of the cylindrical type found pressed into the front wishbones or rear trailing arm mounts. But there are plenty of other mountings that can benefit from the properties of polyurethane too. The idea is always to optimise and maintain the performance (and longevity) of other essential vehicle components. Nowadays there are upgrades available for everything from subframe mounts, suspension struts and alternators to steering racks, differentials and ARBs.

Top Contact

SuperPro, www.superpro.eu.com 



Next Month...

We get to grips with chassis stiffening, tyres, aero and braking...

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100% TUNING

DUTCH CAR SHOWS ARE EQUALLY AS LIBERATING AS THE COUNTRY'S AMAZING CITIES, AS WE DISCOVERED DURING OUR RECENT TRIP TO THE HUGE DIVERSE 100% TUNING SHOW OVER IN ROTTERDAM...

Based on the amount of local mini-meets we're invited to every single time we log onto Facebook, it's safe to say the modified car scene is in a very strong place right now. And while this is clearly fantastic news, sometimes it's good to attend one of those absolutely enormous, anything-goes events once in a while, to really get our tickers racing.

If you're scouring for such a show in the autumn months, look no further than 100% Tuning, held in beautiful Dutch city of Rotterdam each October. An indoor affair that's become known as a hub for tuning fans all over Europe, around 50,000 international punters pass through its doors over the weekend.

The show's organisers work hard before each instalment to invite several hundred of the continent's top show cars to display inside one of the three vast halls of the Ahoy Rotterdam venue – with ICE, stance, performance and motorsport all covered, meaning there's normally something for everyone.

As well as the hugely diverse metal that made up the main static show display (with plenty of familiar faces from the UK representing throughout), another highlight of this year's event were the white-knuckle drifting displays held in the venue's grounds. If there isn't something that floats your boat at 100% Tuning, you probably don't have a pulse.



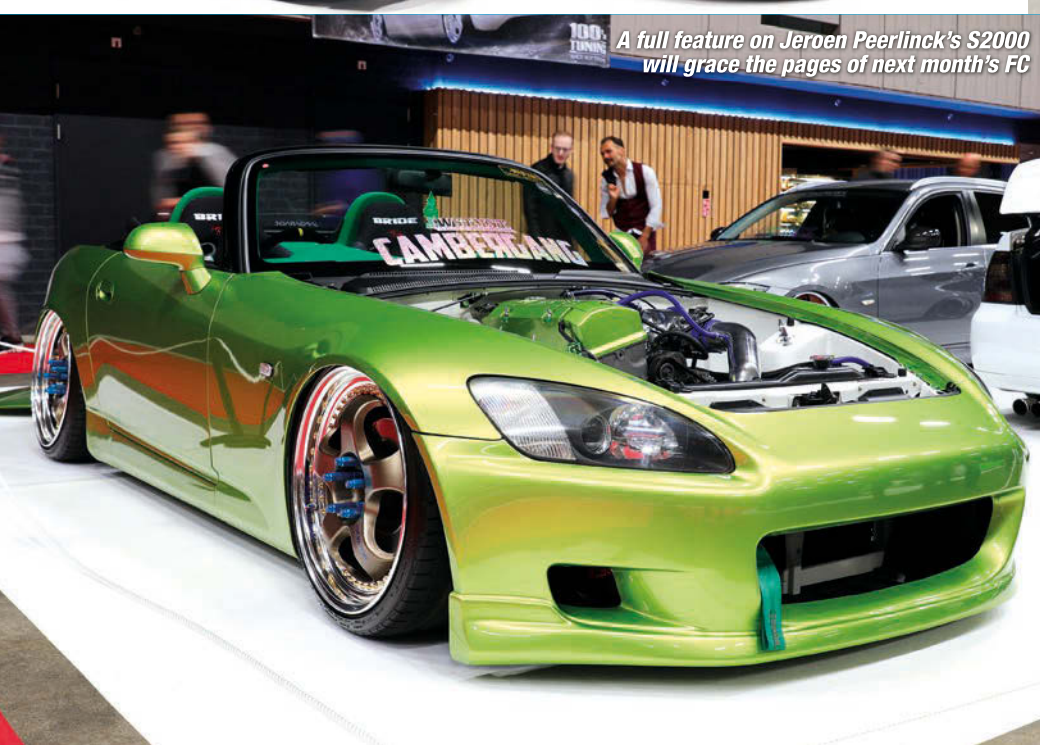
OUT THERE: 100% TUNING

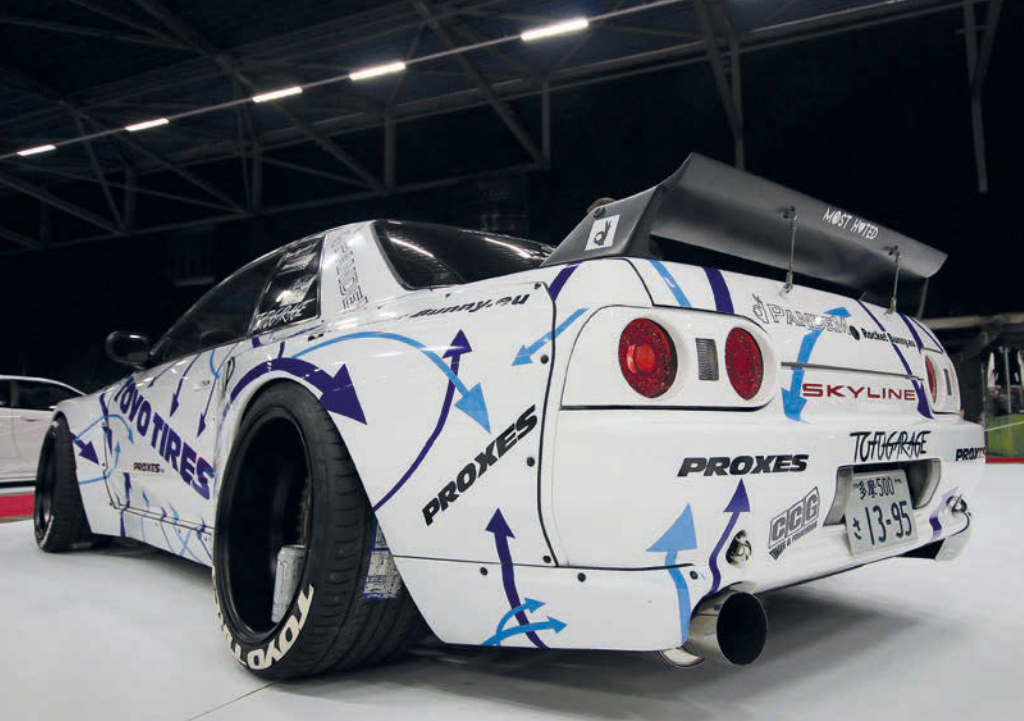


GETTIN' LOW

One of the most popular sections of 100% Tuning is always the collection of lowriders, seen bouncing around in one of the halls throughout the two-day event. Celebrating that killer US style, with their incredible custom paintjobs and interiors, these hydraulic-laden beauties were defying physics with their Snoop Dogg-esque adjustable suspension.

Reppin' it for the UK was Lay 'n' Play's Pete Blackhurst and his stunning Chevy El Camino pickup – which he kept on bouncing despite some engine niggles that occurred after making the impressively long pilgrimage over.





ROCKET LEAGUE

Lurking on the huge Tofu Garage stand, Liberty Walk Germany brought along some extremely memorable monsters, which were rocking its signature wide-body kits. From the Toyo Tires-liveried R32 Skyline, through to a sumptuous candy red 350Z and that absolutely crazy-cool blue Mazda RX-7. Arches were harmed during the making of these cars!



WINGING AT LIFE

Lincoln-based Roose Motorsport's Evo VIII was really looking the business with its clinical 650bhp engine bay and suitably savage aero. But it's not all show and no go. This car is set to enter competitive Time Attack events very soon. Tasty!

OUT THERE: 100% TUNING



The definition of a Marmite car



BIG HITTER

Have you ever seen a MINI as mental as this?! Reaching the final three in Best Cars of the Show, this hugely re-worked hatch featured 20-inch wire wheels tucked into those cut-away arches, an ITB-clad engine and beautifully re-worked minimalist interior. It certainly split opinion, but you can't knock the colossal amount of effort that's been put in here!



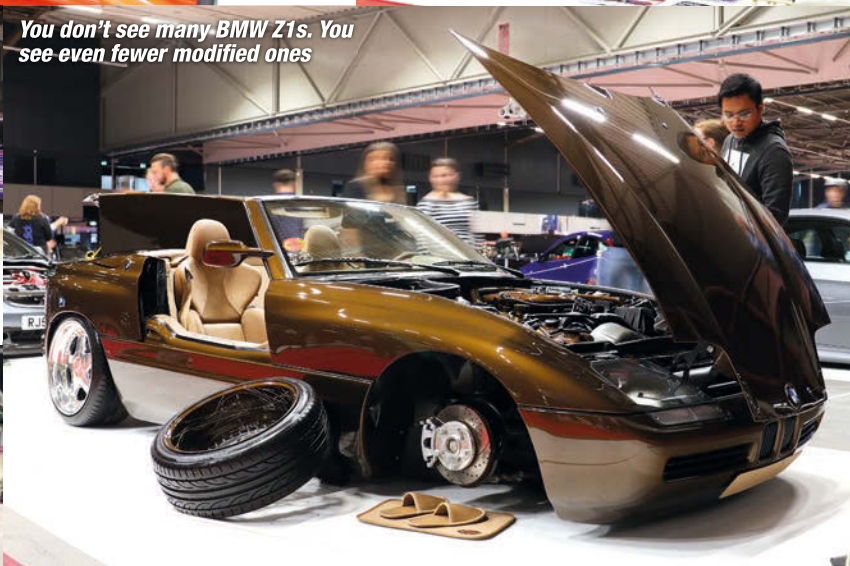
We'd give our right testicle for this Sierra Cosworth



The exterior of this Saxo was just as mental as its interior. But it's probably best you don't see it



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WHAT GOES UP, MUST COME DOWN

Lewis Parker's impeccably classy VW Up has gone down wa storm on the show scene

Pick up any of those inspirational quote books you see near the checkouts at Poundland and there'll be one message in particular you're sure to see time and time again. And it goes along the lines of this: be happy with what you've got.

And while these books might be the most irritating things man has ever created, there's definitely some truth in it, when you take a step back and think about it. With advertisements constantly reminding us that if we buy more stuff we're sure to be happier people, it'd do a lot of us some good to remind ourselves of this ethos from time to time. It's something the modified car world could also benefit from, too. With many believing only the most expensive, fastest base cars with painfully pricey, top-quality parts are worthy of any recognition.

Thankfully, young Lewis here serves as a breath of fresh air from this rather monotonous pattern. Using a little patience and making some clever decisions with how he modified his ride, he's managed to transform his rather unassuming little first car into something that's more than capable of hanging with the best of them. And that's what we call a win-win situation.





It was written in the stars that our south Wales-based railway electrician would end up with a Volkswagen as his first car, even before he began scouring the marketplace after passing his driving test. "My main influence in my first car has been my old man," he reveals. "Growing up, he used to take me to all the modified VW shows, as he's always had modded Mk2s himself. He's currently got a supercharged G60 Mk1 Golf."

Snapping up a brand-new Up supermini back in 2012, not long after the quirky little car hit the showrooms for the first time, Lewis was as happy as any teenager would be about owning a fresh Veedub. Sensibly he wasn't in any hurry to do anything too irrational with it: "During this time I was an apprentice, so it took a while before I could start to mod it."

But modifying it was certainly on the cards, with all of the killer show-stoppers Lewis had been exposed to over the years, which would involve a whole lot of vision as there were practically zero modified Ups doing the rounds at this stage. This was in no way going to stop him, though. "First up was a set of 30mm lowering springs, as I couldn't find any coilover kits for it to start with," he explains. "I matched these with a set of 15-inch BBS RAs, which did me well for a couple of months."

Getting a taste for the world of the aftermarket and spurred on with the positive way his subtle tweaks had already been received, next up was a set of the newly released FK coilovers designed specifically for the car, which allowed for more lows than the springs had offered. "I've always been a fan of BBS split rims, and spotted a cheap set of BBS RMs that I couldn't refuse" Lewis says. He promptly refurbished them with grey centres and gold hardware, which looked the business on the Up for the next year or so.

Lewis' lust for some tasty split rims was about to strike again, however, as his mate had a set of OZ Futuras that needed a new home. Obtaining the cash to snap them up before someone else did proved easier than planned, too. "I posted up my BBSs for sale on Facebook and someone had bought them off me in the first



16-inch Futura rims with candy red faces and Radinox dishes

hour," Lewis laughs, allowing him to go and snap up the OZs the very same day. Sporting white faces and eight inches of girth at the time, they unsurprisingly looked the business when bolted on.

With the exterior looking fresh to death, the next job was paying some attention to the car's innards. "I'd seen a lot of cars with flocked dashes, so got most of my interior plastics flocked by Autotech NPT," Lewis reveals. Opting for a classy sounding Caviar Grey hue, the result is a seriously cool, upmarket race-car look that was undoubtedly a great starting point for the cockpit. Also around this time, a set of black leather seats and a steering wheel from an Audi A1 S-Line were dropped in, along with a boot build from friend Adam Hamill which deleted the rear seats in the process.

Finishing in the Top 20 at that year's Edition 38 show took Lewis completely by surprise, and gave him the confirmation he needed to step the build up a gear from here on. "I'd seen that Dave Clee,





Air Lift Performance air-suspension working its magic

one of the first guys to slam his Up, had added the Aero bodykit from a higher-spec'd version of the car," he tells us. Bagging a set of these subtle parts himself and getting them sprayed to match, along with a small roof-mounted spoiler to tie it all together, really began to make this little nipper pretty memorable in the car community – for all the right reasons!

There was only one major thing left bugging Lewis: his car just wasn't sitting low enough. Rather convenient, then, that another Up friend, Alex, was in the process of breaking his project car, which incorporated a custom Air Lift Performance air-suspension system, which (as you can probably guess) it didn't take long for our man here to get his hands on. Comprising of the firm's front and rear struts mated to 3P management, the kit was fitted to perfection by Jamie at Unit Sixteen. "It's made it much more comfortable to drive, and I don't have to worry about speed bumps anymore!" he grins, highlighting it isn't just the super-low ride height that's to love about this system.

Still using the little Up as a daily at this stage, a slightly irritating twist in the tale occurred one morning as Lewis was blasting up to north Wales for work. "I hit a brick in the road that was unavoidable, completely wrecking my passenger wheel," he recalls through

Some sporty Recaro numbers



What a fine knob





gritted teeth. Friends Matt and Alex gave the poor rim a good looking over, before confirming the damage was pretty much terminal. Making light out of a bad situation, some 16-inch Futura faces were promptly bought from Dan at Wheel Unique, which Lewis paired to some Radinox dishes.

Matt and Alex then finished off the package by slapping some very special Candy Red paint onto the faces themselves. "I can only describe the effect the paint has in different light as CD-like. When the sun hits them they're unbelievable!"

Finishing touches included some re-spraying and smoothing of exterior panels, along with swapping out the Audi pews for some sportier Recaro items, while the Mk7 Golf GTI steering wheel acts as the icing on the cake for that sumptuous OEM+ interior.

By treating his Up with the respect and consideration that would go into some of the most respected show cars in the country, Lewis has successfully created a miniature show-winner that doesn't let its city car-notations get the better of it.

His inspired choice of modifications both inside and out make it a much more special car than it once was, proving anything can be achieved if you put your mind to it. With plans for an engine swap, yet another set of rims and even a colour change in motion, things are only looking up from here too... 🇬🇧

STYLING

Full VW Aero bodykit; RDX rear spoiler; smoothed front and rear bumpers; colour-coded wing mirrors and door handles; extended rear spoiler; de-badged and de-wipered boot lid; aerial replaced with fin.

TUNING

1.0-litre three-cylinder engine; Ramair cold air intake; Porsche oil and water caps.

CHASSIS

7.5x16in OZ Racing Futura three-piece split rims with Radinox dishes; diamond cut, powder-coated candy red faces; SRR Hardware gold spiked bolts and gold valves; 20mm, 4x100-to-5x120 adapters; Air Lift front and rear struts with 3P management, five-gallon air tank; VIAIR 380C compressor.

INTERIOR

Recaro CS reclining bucket seats; Mk7 Golf GTI steering wheel; Audi S1 gearknob; Audi S-Line headliner retrim; fully flocked interior; Alpine headunit with Audison speakers and amplifier.

THANKS

I'd like to thank Matt and Alex Perkins at Flat Out Alloys for the hard work they put into the wheels; Steve at MD Services for all of the bodywork; David Price at Autotech NPT for all the interior work; and my old man Damian Parker for starting me off with modifying cars in the first place and helping me with fitting parts and not going off-track with what needed to be done.



Hey, what's Up?



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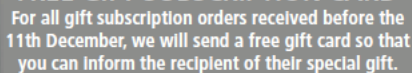
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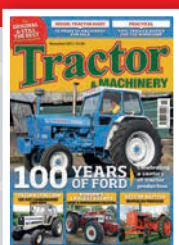


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FASTPROJECTS



FC'S *HONDA S2000*

Well, technically, it's not our S2000 anymore! It's Ashleigh's as she's the winner.

Start

Finished

MAIN MODS: ROTA FIGHTER RIMS • FALKEN ZIEX TYRES • EBC BRAKES • EMP EXHAUST • 3M WRAP

P092



MIDGE'S *BEETLE 1.8T*

By the looks of it, Midge's wife won't be getting a good Christmas present this year. Unless she likes lowered Bugs!

Start

Never Finished

MAIN MODS: K&N INDUCTION KIT • CORBEAU RECLINERS • SMOOTHED FRONT BUMPER • AIR LIFT

P094



DAN'S *NEW CAR*

It's new car time for our man Dan but what's he got? Turn to page 96 to find out (or look right).

Start

Never Finished

MAIN MODS: GIVE HIM A CHANCE GUYS, HE'S ONLY OWNED IT 5-MINUTES

P096





Ashleigh's

An understandably happy Ashleigh Hare and Nick Millward. See the full build at <http://bit.ly/winS2K>

FAST CAR'S S2000 GT

AS THE SAYING GOES, IT COULD BE YOU. BUT IT WASN'T, WAS IT? ASHLEIGH HARE IS THIS YEAR'S GIVE-AWAY CAR WINNER



As I jumped into the S2000 for the final time, hit the push start and flicked the roof, I couldn't help but feel a little bit gutted I had to give this car away. Call me selfish, but I've loved having this car on my driveway, driving it to the shows and, of course, building it.

But that feeling soon disappeared when I arrived at the winner's house. A very smiley Ashleigh Hare and her fiancé Nick Millward greeted me. They were in disbelief that they had actually won a car.

What made it even better was the fact I was greeted by an MX-5 on axle stands, having some very wide wheels fitted, and two modified Toyota Celicas I later found out were owned by Ashleigh's parents, Anita and Sam Hutchinson. Yep, our car

was going to the home of genuine car lovers. Perfect!

All there was to do was give Ashleigh and Nick a quick rundown of the car, take some pictures, do the paperwork, hand over the keys and watch the S2000 drive off into the sunset. Though, er, that's not quite true, as I was at their house, had no transport and needed a lift to the train station. But that doesn't sound as good.

Anyway, so there you have it. Proof that real people do win these competitions and people that are just like you. Obviously you have to be in it to win it, so next time don't walk past the competition tent, just enter!

A big thanks to everyone who has been involved in the build and thanks to all who entered the competition this show season.

We're hoping our boss Phil will open his wallet and let us do it all again next year. But what should we buy? Hmmm, decisions, decisions...







MIDGE'S BEETLE TURBO

THE LITTLE ONE (THE CAR, NOT THE OWNER) IS NEARLY READY TO PAINT. BUT FIRST...



With all the testing complete, I think I'm pretty much there on the rusty paint front. So, this month I took the car off the road and rolled it into the workshop, fully intending to get a coat or two laid down. But then I had what Samuel LJ would refer to as a moment of clarity.

You see, regular readers will know we've done the odd build here at FC over the years and if there's one thing I've learned along the way it's that planning is everything. For some, doing a bit at a time is enough, and there's nothing wrong with that. But if you're gonna strip the car down for a big job like painting, personally I think it pays to get all the other stuff done at the same time.

So, what's this other stuff? Well, you may remember I had a whole load of Kicker audio gear ready to install some weeks ago. There's also that rather grubby grey plastic interior (including a totally knackered carpet) to sort out, and the spanky air-ride kit that's just landed on my doorstep. In other words, there's a lot. This little daily driver has just turned into a full-on, bonkers build! Funny how these things escalate, eh? (They always seem to with you mate – Jules).

Luckily though, with the right planning, all these bits and pieces can be done at the same time. It makes sense too. It's far easier to run the audio wiring with the airlines, looms and all the other air ride gubbins, especially if you take the whole interior out first. So, while I was pondering the plan, that's exactly what I did – and before I knew it all the trim, carpets, sound deadening and other stuff were on the workshop floor.

Anyway, first things first. I specifically chose the Kicker setup because it's all compact stuff. As much as I love the TT, I don't want to lose the rear seats on the Bug too. Another two-seater in my life isn't the most practical idea. As for the actual gear, I tested this epic little woofer a while ago, and with its secondary passive radiator (the bit that looks like another sub), it's small but it kicks like only a Kicker can.

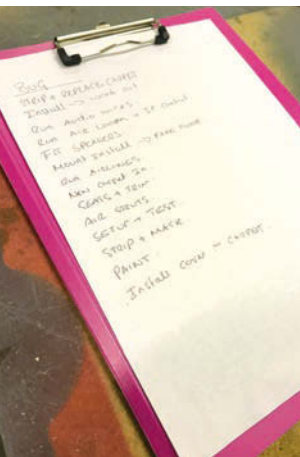
With some adaptors from Celsus the front and rear speakers fit in the factory locations, so there's no messing about and everything will run nicely on the supremely powerful CSA600.5 5-channel amp.

One thing I didn't bargain on of course, was fitting air ride. It's become one of those

'Fuck it, I might as well' kind of deals. You know the score. Once I'd splashed out on wheels and decided on painting, I might as well get the lows I really want with the air, right? Suffice to say, the credit card is still smouldering! It does mean though, that the first job was to work out how I can fit all that hardware neatly into the boot, while keeping the spare wheel. It's meant to be a practical car after all.

I've fitted a few of these Air Lift Performance kits now and they're pretty easy to work out. But I still needed to know that all the audio gear will fit in the tiny boot along with the control manifold, compressor and tank. Starting off by making an MDF floor, I got to work on the positioning and, I have to say, it's turned out better than I thought. Everything goes in nicely so I know we can get a nice little install going on, maybe with a bit of room left over for the shopping.

With all the interior out too, next up will be the substantial task of running all the wiring, and the far easier one of fitting those speakers. I'll get on with that tomorrow and let you know how it goes in the next issue.



Kicker, www.kickeruk.com
Celsus, www.celsusice.com
Car Audio Security, www.caraudiosecurity.com
Air Lift Performance, www.airliftperformance.com



In with the old out with the new

DAN'S TT 225 QUATTRO

WAIT A MINUTE, THAT'S NOT A HONDA CIVIC...



#H8YAY is dead: Long live #H8YAY! (Yeah, Jules said these updates should feature more historical references to monarchical accession, so there you go.)

The Civic Type R has gone, and in its place I've parked a shiny new Audi TT 225 Quattro. Well, not 'new', obviously, it's 16 years old. But you know what I mean.

It took a lot of headscratching to figure out what to replace the Civic with. Originally I was thinking of a Mk5 Golf GTI, but it seemed a bit dumb to replace one hot hatch with another. And then I realised you could get a proper little sports car for the same budget, so here we are. And I've always loved the design of the Mk1 TT. I reckon it's aged beautifully.

Now, these cars sold like hot cakes and there's a lot of them out there. I couldn't be

bothered making 200-odd phone calls asking the same questions about service history and cambelts and pixelated dash displays and whatnot. So I commissioned Palmdale Motors to find the car for me. I've used them a couple of times before and they've always seen me right.

A few weeks later, this arrived: it's a 225 Quattro S-Line with a solid service history, Avus Silver paint (which I believe is a special order colour? It's a lot more blue-y than the usual anaemic silver), and a few minor mods, such as lowering springs, 19-inch wheels, 3.2 diffuser, Cupra splitter. But otherwise it's largely stock.

I've got oodles of plans for it! Not least of which is to lose the wheels. I think they look ace, but they're not real BBS LMs. They're replicas. And who wants fake splits?

Before the mods can commence, however, I started with some belt-and-braces stuff. Palmdale corrected a few paint issues for me, and then I sent it off to Autotest, West Ewell – my trusty local garage – for a full service, plus a cambelt and water pump.

And because it's no fun not to modify things, while they had the bonnet up I got them to fit a Ramair induction kit. So now it inhales like Darth Vader and sneezes on gear changes. Which all adds to the fun.

Next on the list? Well, the standard brakes are crap, so I want to do something about those. One of the rear shocks is seeping, too, so the suspension will need looking at. The rear tyres are shot, so they're on the list as well.

What to do first? Decisions, decisions...

Dan can't wait to get stuck in



But where to start?



THIS MONTH

PARTS

The car itself	£3,500
Palmdale fee.....	£595
Service (cambelt, water pump, etc).....	£850
Paint correction and interior valet.....	£200
Ramair induction kit.....	£49.99

Total Shhh, my wife might see this

Contacts:

Ramair, www.ramair-filters.co.uk, 01672 564595

Palmdale, www.palmdale.co.uk, 0208 111 1289

Autotest, www.autotest.co.uk, 0208 974 1246

NEXT MONTH

Brakes, probably, and tyres. And suspension. And...



ASLE TJELTA'S MERCEDES 190E 2.5-16

FC says: If you've ever felt like you're missing out on opportunities because you're a youngster, you could do a lot worse than take a leaf out of Asle's rather inspirational book here. Because when this Norway-based hero decided he wanted something a little more exciting for his first car, back when he was 18, a few years ago, he worked day and night to snap up this Cosworth-tuned Merc 190E 2.5-16. The car had inspired him in DTM races growing up.

And while this is a very special car in his own right, Asle wanted more, namely the super-rare 'Evolution 1' homologated version of this super saloon. So can you guess what he did? He set about completely transforming his car into an Evolution 1 variant in time for when he passed his test!

This involved sourcing an original Evolution 1 wide-arch body kit from over in Estonia (parts like this don't just grow on trees, after all), which

was crafted onto the Merc before the whole thing was given a re-spray. Asle and his dad then set about tuning up that famous engine to run at the same specs as the Evolution 1. Which involved a new gearbox, a new KE-Jetronic fuelling system and even new pistons – all of which were unsurprisingly sourced from the factory whenever possible for the best results.

This stunning machine was finished off with a colourful interior from the super-rare Azzurro model, before Asle was free to drive it to and from school now he'd passed his test (we can only imagine his friends' faces!).

Now he's 22, you might not be surprised to hear what job our young genius has now landed himself. "I work in the bodyshop of a Mercedes garage," he grins. "I'm also a twin, and my brother has built an identical Evolution 1, too." Sounds like it runs in the family, then!

SPEC: MERC 190E

MAIN MODS

2.5-16 Cosworth base car; full ground-up transformation to 'Evolution 1' homologation spec (including wide-arch bodykit created from original mouldings and engine tuning using factory Evolution 1 parts); full re-spray in factory black hue; OZ Racing turbofan-style alloys; custom Magnaflow exhaust system; limited edition Azzurro Ludo-spec interior trim.





DEAN TAYLOR'S S14 SILVIA

FC says: Dean's tasty pre-facelift S14 Silvia has been on our radar for a while now, thanks to its clinically clean finish and choice of unique modifications that help it stand out from the other examples of this celebrated RWD coupé out there.

A large part of the work was carried out during this car's previous life back in Japan, by the well-known 1048Style and Kamiwaza tuning houses, before Dean shipped it over to add his own mark and really finish off the job nicely.

You'll now find a full Rocket Bunny kit riveted onto its curvy flanks, which has been coated with a lick of three-stage pearl white paint that sparkles with red and blue flecks in the right lighting conditions. The whole body is propped up on a trick Air Lift Performance suspension system, too, meaning it can be slammed to the deck at the touch of a button.

The classy bodywork is set off with those equally-as-JDM WORK rims which have been sprayed up in a nicely contrasting blue hue. Just in case the exterior wasn't memorable enough as it was!

The classiness continues in Dean's cockpit with a diamond-stitch re-trimmed interior greeting you when you open the door, along with a lairy Kode gearknob and King Fab steering wheel combo. Under the bonnet, some premium bolt-on goodies ensure the SR20 lump is singing nicely when Dean decides to step things up a notch, as he often does on both road and track. Epic! Pictures Courtesy of Scene Queen Photography and Yasmin Little Photography

SPEC: S14 SILVIA

MAIN MODS

Three-stage pearl white re-spray; Rocket Bunny bodykit; WORK Seeker alloys; Air Lift Performance V2 air suspension system with camber-adjustable top mounts; ARC front-mount intercooler; HKS intake and exhaust systems; diamond-stitched custom interior; Kode gearknob; King Fab steering wheel.



REBECCA HEPPLEWHITE'S HONDA CIVIC

FC says: There's a sticker on the custom rear diffuser of Rebecca's Civic here that simply reads 'Killin' It', and we reckon those two words alone are the perfect way of summing up this unique purple beast!

You see, Rebecca's used a mix of rare and often home-built parts to transform her once run-of-the-mill EP2 Civic into something no one on the scene will be forgetting in a hurry. That striking purple re-spray, which is topped off with a glitter roof, for example, is something you won't see on just any old Honda. Then there's the aggressive bodywork upgrades such as the Buddyclub rear bumper that complements the aforementioned custom splitter, which is tied together with those epic upswept tailpipes which just ooze JDM coolness! The bold lines continue with some tasty gunmetal grey RAYS alloys, along with a Mugen-adorned front end for good measure.

The interior hasn't been left untouched, either, with Rebecca opting for a full Type R overhaul, with her unique style coming through in the form of purple highlights and a custom steering wheel and gearknob.

"I have some big plans for her soon, the next one being adding some boost," she cryptically reveals that things are nowhere near finished yet, either.

SPEC: HONDA CIVIC

MAIN MODS

Full re-spray in custom purple with glitter roof; Buddyclub rear bumper with custom diffuser and side skirts; Mugen front grille, splitter and rear wing; J's Racing vented front wings; full custom exhaust system with slash-cut upswept tips; gunmetal RAYS Gram Light alloys; colour-coded Type R interior with custom steering wheel and gearknob.



MITCHEL COX'S FIESTA ST

FC says: The latest Fiesta ST is a seriously cool car in standard trim, so to see a comprehensively modified version like Mitchel's here is enough to get us really excited!

The fiery hatch has received a raft of styling upgrades inspired by the car's bigger brother – the Focus RS – to offer up even more visual drama to the overall package. A top-notch dual-exit KMS exhaust system ensures the car's bark matches its striking aesthetics, too.

Then it's the task of some functionally gorgeous Rota alloys to look the business on each corner, which are complemented by that subtle 30mm drop on some quality Eibach springs.

Under the bonnet, the boosted 1.6-litre lump has received an ITG induction kit, Turbosmart dump valve and a few other bits and pieces to bring power up to around 225bhp – more than enough in this flyweight package!

This is a car that promises to be as much fun to drive as it looks, and we'd bet the majority of Mitchel's journeys are now performed with a huge grin on his face. Nice work.

Pictures Courtesy of Mitchel and LDN Photography



SPEC: FIESTA ST

MAIN MODS

Focus RS-style bonnet vents, rear diffuser and rear spoiler; KMS Hurricane exhaust system; Rota Grid alloys; 30mm Eibach Redline springs; gloss black-wrapped roof and wing mirrors; colour coded engine bay; ITG induction kit; Turbosmart dump valve; TRC front splitter.



SOPHIE MORRIS' RENAULTSPORT CLIO

FC says: The mighty RenaultSport Clio is undoubtedly one hell of a machine, especially in its most recent guise with its trick dual-clutch gearbox and turbocharged 1.6-litre motor like this very example here houses.

Proud owner of this stealthy weapon, Sophie caught the RenaultSport bug when she purchased this fine hot hatch around three years ago, and she's never looked back. "Each modification has been performed at any opportunity that money would allow," she tells us.

The mods in question revolve around making the thing look as menacing as possible, with some performance tweaks thrown in to ensure it's nothing but a complete blast to drive, too. On the outside, Sophie's gone for a full exterior blackout, with the lights, wheels and pretty much everything else being painted in the dark hue to match the bodywork. Inside, some classy Corbeau buckets are finished with orange highlights to match the rest of the sporty interior trim.

But with track days on the cards in the near future, she's sensibly spent a lot of time on how this thing drives, which has resulted in the purchasing of a front-mount intercooler, induction kit and some exhaust tweaks, all wrapped together with a re-map from RS Tuning which means the car's now pushing out just shy of 240bhp. Enough to embarrass some much more exotic metal.

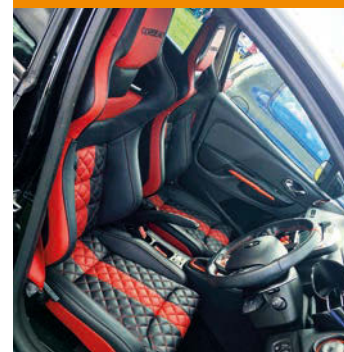
Pictures Courtesy of Leon Swan



SPEC: RENAULT CLIO

MAIN MODS

Colour-coded body panels; gloss black alloy wheel re-spray; enlarged rear spoiler; tinted headlights; FlyEye tinted rear lights; Corbeau Elite reclining bucket seats in black and burnt orange leather with diamond stitching; H&R lowering springs; Forge Motorsport induction kit; mid exhaust silencer delete; Pro Alloy front-mount intercooler and boost pipes; cabin acoustics pipe delete; RS Tuning re-map.



SHOW US WHAT YOU'VE GOT!

Here's your chance to show off both your ride and your photography skills in the pages of *FC*. To enter your car just open a fresh new email, put 'Readers' Rides Submission' in the subject line and send us a few pics of the best bits (**larger than 1MB with no ghosting or logos, and you must have the photographer's permission**) along with a short spec and a paragraph telling us why your motor deserves to adorn these hallowed pages. Pop the whole lot over to jules.truss@kelseymedia.co.uk and we'll do the rest.

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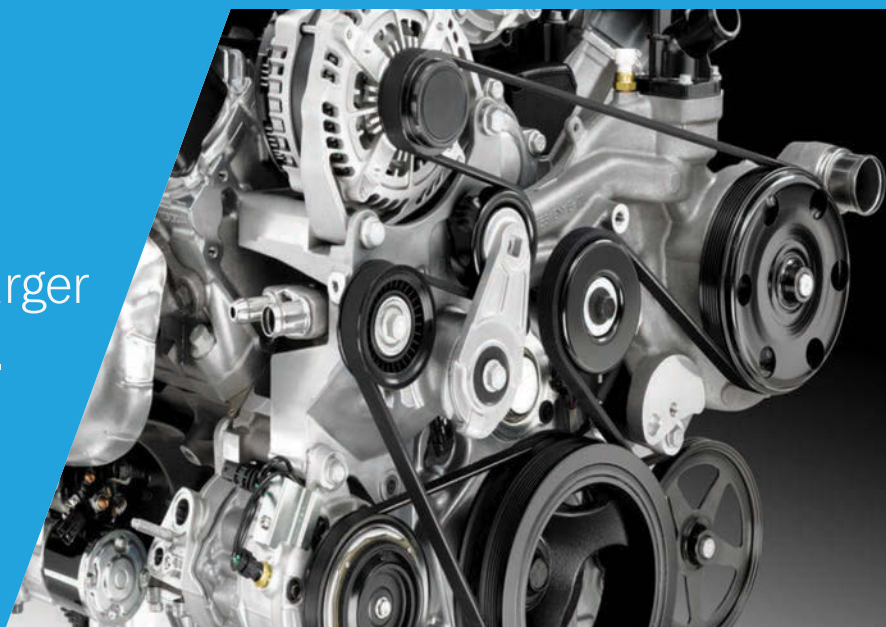
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TOP 10 WINTER TIPS

Words Sam Preston & Slim Jules Photos Everyone Else



TOP 10 WAYS TO SURVIVE THE WINTER WITH YOUR CAR

Don't get left out in the cold...

Isn't driving in the summer great? The roads are dry and warm, the views out of the windscreen paint a beautiful, sun-clad picture of our pleasant surroundings, and the biggest worry for most of us boils down to what temperature to set the climate control to.

But as those leaves begin to fall and we dig our musty parkas out of the loft once again, a little car prep can go a long way towards avoiding having to spend the night in a barn with a lonely farmer whilst waiting for the AA to try and track you down through the snow. Doesn't sound appealing? You'd better listen to our top winter advice, then...

2. KEEP IT GLEAMING



With the roads full of mud, rain, salt and other grubby shite, it's the toughest time of the year for your car's bodywork. The thing to do is get your car ultra clean before winter hits, apply polish and then treat the paintwork to a good quality LSP (last stage product). We'd recommend something like Auto Finesse's Tough Coat. A synthetic sealant designed to protect your paint for up to six months. This should see your paintwork protected for the whole of winter.

Once you've given your paintwork this treatment, avoid contact washes (wiping the car down with a wash-mitt/sponge), because every time you do this it's effectively rubbing dirt into your paint, scratching the surface. Wash your car using a snow foam. This will lift the grime away from your paintwork. Most of the dirt should lift off because of the smooth layer of sealant beneath. We'd recommend using ValetPRO's pH Neutral Snow Foam as this won't remove your all-important layers of polish and wax.



If you haven't got a set of winter wheels, not all is lost! With a bit of effort you can prep your wheels for winter too. Stage one is to give them a good clean, using a good quality wheel cleaner, we recommend Meguiar's Mirror Bright, as this stuff is quite simply awesome. Once your wheels are nice and clean, spend time giving them a coat of sealant – the same stuff as you use on your paintwork. The same principles apply.



1. RUBBER UP

Although not a legal necessity in the UK, you could do a lot worse than taking a leaf out of our German neighbour's book by bagging yourself a dedicated set of winter tyres for the colder months. These puppies are the business and in snow they'll make a Fiesta go places a Chelsea Tractor could only dream of. Their softer compound is naturally more grippy, but the real magic is created by the tyre's sipes. These are the little slits you see in the tread and are designed to open up and bite into snow and collect it. This snow-on-snow contact provides grip, a bit like when rolling up a snow ball. Experts reckon they're most useful when the air gets below 7°C, so you'll certainly get your money's worth out of them with our lovely British climate!

TOP 10 WINTER TIPS



3. MAKE SURE YOU'RE COVERED

It's no surprise that the major breakdown companies report a huge surge of call-outs during the period between December and February, largely due to flat batteries, punctures and minor engine faults usually caused by the rubbish weather.

Just think about it this way: grabbing yourself a cheap breakdown policy might not seem like money down the drain when you're standing on the side of the M1 in a T-shirt with a lifeless car sitting in front of you!

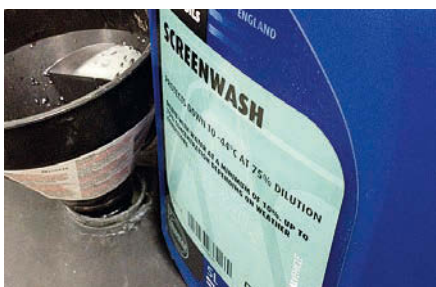


4. GIVE IT THE ONCE-OVER

You don't need us to tell you our cars are put under a little more stress at this time of year – in fact, they enjoy being out in the freezing cold about as much as we do.

This is why there's no better time to get it serviced and checked over, especially if it's been a while since your last one. You never know, a new set of plugs and filters might make all the difference...

While you're there, be sure to get your battery tested (normally free at larger car servicing outlets), as well as making sure your brakes are in tip-top condition. Brakes are important all year round, but they're especially important when road surfaces are wet and icy. It might even be a good time to replace your discs and pads with some EBC goodies!



5. KEEP TABS

Just because you went to the garage for a service when the longer nights started drawing in doesn't make you invincible. You should ideally plan on performing regular checks on your motor on a weekly basis during the height of the winter.

The most important stuff to look out for is whether all of your bulbs are still working. How topped up the screen wash is (consider topping this up undiluted if the instructions on the back allow it). If the engine's got enough oil in it. And what tyre pressures you're running (check the car's handbook for recommended winter pressures as these are likely to vary from other times of the year).



6. CRACK THE CODES

Those pretty lights flashing up on your dashboard aren't there because it's the festive period. They might actually be telling you something pretty serious is wrong with your car!

Make sure you've swatted up on what each one means, so you can tell the difference between your handbrake being slightly left on and your car's oil pressure running dangerously low. They have very different outcomes...



7. PRACTISE MAKES PERFECT

Would you know how to react if you started skidding on some black ice while travelling fairly quickly down a main road? While there's tons of advice online about how to drive safely in the winter, you might be best off attending one of the many advanced driver courses available in this country. Far from sitting in a classroom all day, many of these are held on skidpans at race circuits and are seriously good fun. So they may be well worth your money in more ways than one.



8. IN-CAR ENTERTAINMENT

If all else fails and you do find yourself snowed under on a remote country road for several hours, you may as well ensure you've got an emergency stash of things to make the ordeal a bit more bearable.

We're talking some energy drinks, a couple of Snickers bars and the latest issue of FC in the glovebox, and maybe a portable power pack to keep your gadgets fully charged up so you can carry on watching Fast & Furious 15 on your i-Box Pad tablet thingy whilst live Snapchatting the whole event with your gang of mates...



9. LIFE HACKS

There are a number of old wives' tales when it comes to winter driving, which many people swear by. But we'll let you be the judge of just how effective they really are.

These include pouring cat litter in front of slipping tyres to aid traction when stuck, spraying shaving foam on the insides of your windows and wiping it off to de-fog them, and covering your wing mirrors in small plastic sandwich bags overnight to save scraping ice off them in the morning...



10. STAY AT HOME

If you wake up and it's looking especially naff outside, why not just pour yourself a hot, bubbly bath and lie in that all day instead? We'd recommend passing the time by watching your favourite burnout compilation video on YouTube whilst nursing a cuppa. Just remember to turn your phone onto aeroplane mode so your boss can't call you.



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carried out in four short weeks*



*John Ludwick's E23 7 Series blends European
optional extras with the best that modern tuning
has to offer, all wrapped up with his own keen eye
for detail. The results are something to behold*

It's often said the grass always seems greener on the other side, and, in automotive terms at least, it certainly rings true. Just think, how many times have you been scrolling through a forum (or indeed Facebook) and been struck by the looks of a car from halfway across the planet, a model you could never have bought as it wasn't imported to the UK?

Sometimes the car in question was sold in a totally different specification in different domestic markets, with the US DM being a case in point. A knee-jerk reaction kick-started a fixation with safety and emissions in the early '70s, which in turn resulted in all imported cars being subjected to a series of extensive (some might say draconian) modifications, including massive bumpers, restrictive inlets and exhaust, and all the things which are anathema to most of us petrolheads.

The BMW you see here is a good example of this fixation with cars from the other side of the globe. Though the keen-eyed will already be champing at the bit to inform us that no, this isn't an American spec 735i (check out the position of the steering wheel). And that's despite the fact it's lived the majority of its life in the land of the free and the home of the brave. The story as to how this stunning slice of early '80s Munich magnificence ended up so far away from its native Blighty is a complex and entertaining one. But first let's meet its owner, John Ludwick Jr.

"I saw the car for sale back in the fall of 2015 on Craigslist," recalls John. "It was in Vermont and I live in New Hampshire, so it was a bit of a trek. But the photos showed it was a European, top-spec car with a manual gearbox, so well worth travelling for."

John made the trip more in hope than expectation, fully aware of the 735i's significance and rarity. What he found was something akin to the perfect BM-bargain. One which looked far better in the

WILD CARD: BMW E23 7 SERIES



A BBS rear HeckSpoiler complements a BBS non-foglight front spoiler

metal than it did in the photos, perhaps the first time this has happened in the history of looking at blurry camera-phone photos of cars on the internet. The car didn't run, thanks to a duff fuel pump, and the boot wouldn't open ("The seller claimed it was frozen shut"). But a deal was struck there and then, and John trailered it home.

It turned out that the car had been supplied new to Consul General of Turkey back in 1981, and he'd used it to waft around central London, presumably looking the very image of early '80s success. Evidently besotted with his 735i, the Turkish top brass had it shipped across the Atlantic to Montreal, where he'd opted to retire, before moving to the US some years later. He entrusted care and maintenance of the car to a local mechanic, the same individual that subsequently bought the car and sold it to John. This explains why this desirable spec BMW came to be, and also why it escaped the massive bumpers found on all its siblings. It also means that John is only its third owner from new.

Back to the story at hand then, and John's evident good fortune showed no sign of stopping. He managed to get the boot open once he arrived back home, only to find a cache of classic air-cooled Porsche parts lurking inside, including a rare Porsche 356 steering wheel he subsequently sold for \$800!

Some minor tinkering with the 735i's fuel system soon had the straight-six beast running perfectly once more, proving that John's spur of the moment trek to check out the car in the first place was more than justified.

"The car actually stayed stock for a long time, over a year in fact," recalls John. "I was enjoying driving it in standard condition and loving its plush spec. So it wasn't until a friend of mine, Frank Gatto, asked me to come along to Simply Clean in Florida that I really got to work."

Two things you should know about Simply Clean: it's a full 30 hours away from John's home (us Brits really can't comprehend the scale of the US), and that it was a mere four weeks away when John opted to go. It was very much game on. Meaning pretty much everything you see on the car now was achieved inside of a month.

It should be noted that John is anything but green when it comes to old BMWs and classic cars in general. He owns an achingly cool Chevy Corvair on air (try saying that after a few shandies), and once had a US-spec E23, albeit one in far more suspect condition than this one.

"My original plan for that car was to lower it and fit as many BBS styling parts as possible. But I never got around to it, for various reasons. I'm glad I didn't though, as this car made a far better base

That eye for detail can be seen all over



for this kind of treatment. Not least because it was vaguely sporting, was in brilliant condition and even had a manual gearbox."

Of course finding the BBS non-foglight front spoiler and BBS rear HeckSpoiler that now adorn the 7 Series was anything but easy. For the former, he had to call on the help of some UK-based friends, including Bruce Holder, a man with a similar penchant for deeply cool retro metal. It fell to Bruce to collect said BBS front end from the other side of England, then look into shipping it to the US. The price? A cool \$1000. Enough to make John look at alternative methods. He ultimately had a friend, Ben Russell bring it back in his hand luggage the next time he was over, in the process saving close to \$930.

These additions might have transformed the appearance of the car, but they asked more questions than they answered, namely, which wheels to go for? BBS would have been the obvious answer and they were indeed under consideration, until John chanced upon the Ronal-built AC Schnitzer Type 2 wheels now housed within the 735i arches.

"I bought them from a friend in California, but they were in bad shape at the time. Someone had spraypainted them black very badly, so getting them back to this condition took a lot of time. But they're real collector's wheels and incredibly rare, so it was more than worth it."

John's keen eye for detail is evident throughout this car, but no more so than in the Air Lift suspension. John's at pains to point out that Air Lift couldn't have been more helpful and that the universal 'Builder' bags and struts now on the car were relatively



Air management controller within a period-correct carphone. #Cool

Ronal-built AC Schnitzer Type 2 wheels housed in 735i arches



ENGINE/TRANSMISSION

BMW 735i with stock 3430cc I6 M30; 5-speed manual gearbox.

CHASSIS

Air Lift Performance Universal Builder bags/struts; Analog management with converted car phone controller; Kempas hardwood floor with laser engraved BMW logo; 9x18in 3-piece Ronal AC Schnitzer Type 2 wheels with 205/40x18 tyres.

INTERIOR

Complete BMW 735i leather interior with Euro E24 Sport steering wheel; laser engraved The Governors Club gearknob; optional extra sunroof and air-conditioning; C-pillar study lights.

EXTERIOR

1981 BMW 735i in Cyprus Green; BBS non-foglight front air dam; BBS rear HeckSpoiler; headlight wiper/washer system.

THANKS

My father, for all of the help and support on my automotive projects; Mike Cashman for helping out on some long shop nights; Moe Collins; Steve Laferriere for the last second bodywork and paint on the BBS components; and Air Lift Performance for all of the support.

straightforward to fabricate into place. But it's the location of the Analogue management, or rather its controller, that's especially mind-blowing. Showing a willingness to think outside the box which sets his car apart from all others, John opted to site the controller within a period correct car phone!

"It was an idea that I'd been toying with for some time if I'm honest, I'd just never found the right car for it," John explains. "This one made a lot of sense as it has such a high factory spec, and I was helped in the execution by a friend of mine who's also an auto electrician, Moe Collins."

Now this might appear to be a simple idea and the work of moments, but nothing could be further from the truth. Not only has it been sublimely executed (you'd struggle to tell the phone has been modified in any way). It's also indicative of the wider build, specifically the amount of thought John's put into each and every aspect of it. It's also worth remembering that all this work – the suspension, the wheels, the fabrication, the finishing and the polishing, all of it was carried out in the space of four short weeks, with John's dad and friends pitching in as and when they could. It meant that the stunning, Cyprus Green 7 Series made it to Florida looking pristine. Though it was a close run thing!

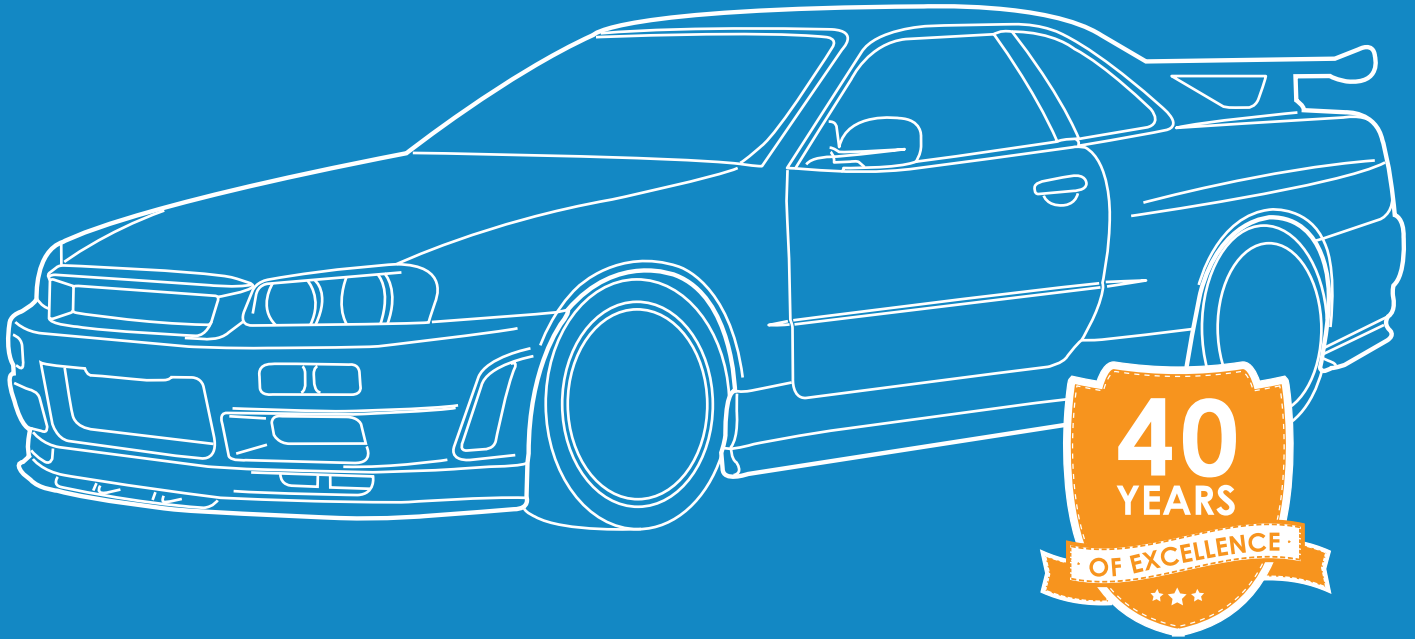
So there you have it. Undoubtedly one of the best modified E23s anywhere in the world, and one which simply wouldn't have been possible without John's keen eye for detail, network of friends and willingness to hunt high and low for hard to find parts. ■



Without question one of the best modified E23s anywhere in the world



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ARSE END

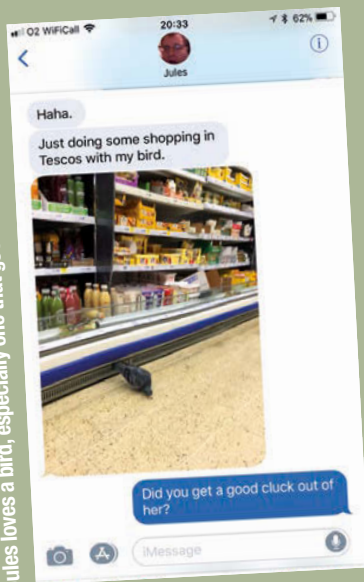
Quotes of the Month:



Midge: "How's the diet going big man?"
 Jules: "Apart from missing cheese, bread, whisky, crisps, beer, fizzy drinks, pasta, curries, biscuits, sweets, pizza, kebabs and burgers, not so bad mate."
 Midge: "Ah you can have a Magnum then? Lovely."
 Jules: "Can't you just cheer me up for once you dick?"



Jules: "Where have you gotten to now? Are you working this weekend?"
 Midge: "No, because I'm at Sponge Bob's house!"
 Jules: "You do come out with some utter shit. What sort of crap, made-up excuse is that?"
 Midge: "Er, the truth as it goes."



Text of the Month: Jules loves a bird, especially one that goes well with plum sauce.



We're Shit!

We're only human here at FC and we make mistakes just like anyone else. It does mean that we get to come up with some pretty amazing excuses to the publisher though. So, what's the reason Jules called an E23 BMW an E27 on the next month page a couple of issues ago? Believe it or not, he was online shopping for lightbulbs at the time. It may sound a little far-fetched too, but this time he was actually telling the truth. The big tool.

MasterChef

Admittedly our Midge has always been known for his special skill in ordering takeaways (or going to the café) rather than any sort of cooking prowess, but we still can't help thinking he's taking the piss here. No mate, that's not how you do egg on toast! He'll say anything to get out of making his own dinner.



Cover Creations

Ever wondered how Jules works out the look of the FC cover? Probably not, but we're going to tell you anyway. He does it just like this, with plenty of care, preparation and messing about with toys. Still, it's not the first time he's been caught rolling round on his living room floor with a couple of models and a bottle of single malt. Sometimes it's rather good to be the boss.



TOP 5 VIDEOS

CHECK OUT MORE @ WWW.FASTCAR.CO.UK



RB26 BEEMER

We featured this one a while ago when Jules spotted it at SEMA. Still, here's some top-notch moving pics. An epic motor!
www.fastcar.co.uk/videos/rb26-powered-bmw-e36-m3



KEN'S COSSIE

For many, the Escort Cosworth is still at the top of the list of dream motors. Here's one owned by Ken Block. The totally jammie bastard.
www.fastcar.co.uk/videos/ken-blocks-ford-escort-cosworth-group-a-rally-car



RUSTY SLAMMINGTON RETURNS

Here's a vid that proves you can't kill a legend. It's the return of one of the most famous E28s ever. Screaming at 9000rpm through California.
www.fastcar.co.uk/videos/legends-never-die-rusty-slammington



Best Little Project

Two Fiestas, two Golfs, two Skylines, two Civics, three MR2s, a Beetle, Si2, Polo Scooby, TT and one or two we've probably forgotten. It has to be said that Midge has been through a couple of projects over the years. Still, none of them have been quite so perfect for the little fella as this one. It's just a pity Nankang got there first.



Top Cop

We've had our fair share of trouble with the traffic coppers over the years, but we have to give a big pat on the back to this bloke. It wouldn't be the first one either, as some brave fella has already given him a pat on the back. While holding an FC sticker. And the award for the world's biggest bollocks goes to...



Hmm Subtle

Our Glenda has never been the most subtle of chaps. He's obviously a bit far along to be dressing like a teenager for starters. But we did think that, now he has a big boy's motor, he might tone down his love of lairy-ass stickers a bit. Either that or he's gonna use this one to repair a hole on his boat-like trainers. He has got size 16 feet you know.



TOP 10 ENGINE SWAPS

We have to say, this is a top vid from the guys at Donut Media. We love their style muchly. Prepare to be amazed at 10 bonkers swaps!
www.fastcar.co.uk/videos/top-10-best-engine-swaps



MEET RIGA BAB

Just how cool is this video, showing off the modding scene in Latvia? We have to admit we never thought Riga was like this. Right, we're off to Heathrow asap.
www.fastcar.co.uk/videos/meet-riga-baby

Quiz results from page 8:

WORD SEARCH:

Jet, Texaco, Applegreen, BP, Shell, Esso and Murco (bonus point for that one)

Q1) BBS RS

Q2) Nissan 370Z

Q3) Honda S2000



M	T	J	N	Y	D	A	K	A	C
P	B	T	F	Q	E	L	X	P	B
B	P	P	E	N	L	V	B	P	M
X	C	M	O	X	J	G	K	L	U
S	S	H	T	V	A	E	L	E	G
A	S	H	E	L	L	C	T	G	P
F	T	D	V	S	J	V	O	R	S
W	T	E	S	S	O	O	V	E	R
W	U	J	K	H	L	L	M	E	P
M	U	R	C	O	U	A	H	N	X

BLAST FROM THE PAST - JANUARY 1990

In this very issue 28 years ago...

- Of course, most of us weren't even born then, but even so...
- No cars on the cover for this issue. Just a big, fat V8 from a Dakar rally buggy.
- We loved trawling through the news pages. All these classics were brand new back then. Bonkers!
- Rover V8s were all the rage back in the day. They're still going strong on the retro scene too.
- Some things never change. Here's how they used to do exhaust guides.
- Direct port nitrous injection, in 1990? No shit!
- The Mk3 Fiesta XR2i had just hit the streets, and we were one of the first to test it. We still want one, now more than ever.



NEXT MONTH IN FAST CAR* WE FEATURE...

...A rather lairy 370Z

- Custom body wrap
- 3-piece Avant Garde wheels
- Air Lift Performance suspension



Feature Cars:

Awesome Audi S3
Sick Honda S2000
Gorgeous Golf Mk2



Special Features:

Top 10 Wolves In Sheep's Clothing

Did you know an Almera GTi has an SR20 under the bonnet? Well you do now, and you'll know even more next month.

Out There:

SEMA

Midge and Jules are off to Vegas for the biggest show in the automotive calendar

Plus:

Product tests, Posters, Fast Projects, and loads more too



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